MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 232

CONTRACT NUMBER : 9436 (1982)

1982 Church Rd.-Pacific Hwy. 9436
West Sec. of the Willamina-
Salem Hwy. (Bikeway)

9436

January 11, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9436

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9436 awarded to Comco Construction, Ore. Ltd. dba Salem Road & Driveway Co., for a bikeway on the Church Road-Pacific Highway West Section of the Willamina-Salem highway in Polk County.

Final payment on this contract is $1,000 and the total contract amount is $91,327.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Comco Construction, Ore. Ltd. dba
Salem Road & Driveway Co.
P. O. Box 6[illegible]3
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9436

L

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHURCH RD. - PACIFIC HWY. WEST

WEEK ENDING: June 5, 1982

SECTION PREFIX: 827-1127

HIGHWAY: Willamina - Salem

COUNTY: Polk

NAME OF JOB: Church Rd.-Pacific Hwy. West

KIND OF WORK: Bikeway

CONTRACTOR: Comco Const., Oregon Lmtd. dba Salem Road & Driveway Co.

CONTRACT NUMBER: 9436

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 4, 1982

DATE WORK STARTED: March 10, 1982

ESTIMATED COMPLETION DATE: June 3, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR ~~DAYS~~ work DAYS: 120

WORK DAYS USED / CALENDAR ~~DAYS~~ work DAYS USED: 95

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 79

PROJECT AUTHORIZATION: $ 113,917.54

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 104,884.43

ENGINEERING AUTHORIZATION: $ 9,033.11

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 104,884.43

ENGINEERING COST TO DATE: $ 5,439

DATE PROJECT WAS COMPLETED: June 3, 1982

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 60 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2,100 T			1,700 T
TOTAL QUANTITIES CORRECTED TO DATE	100%	1,971 T			1,599 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	1,971 T			1,599 T
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		91		
MONDAY 31		92		
TUESDAY 1		93		
WEDNESDAY 2		94		
THURSDAY 3		95		
FRIDAY 4		0		
SATURDAY 5		0		

K

RECEIVED
JUN 7 1982
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	No activity.
31 MONDAY	No activity.
1 TUESDAY	No activity.
2 WEDNESDAY	No activity.
3 THURSDAY	No activity.
4 FRIDAY	No activity.
5 SATURDAY	No activity. (week ending 6-5-82

REMARKS

Some paperwork remains to be submitted.

Second notification submitted 6-3-82.

Semifinal estimate and supporting data submitted to Region Office 6-4-82.

DISTRIBUTION: Construction (3)
Region (1)
Files (1)

SIGNED Richard E. Nelson, Project Manager

LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9436

4

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E

January 12, 1982

/s/ L. W. Rulien
H. S. Counter, PE
State Highway Engineer

Footpaths and Bicycle Trails
January 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 28, 1982 on the following projects:

1. Baldock Safety Rest Area (Near Wilsonville)
   Pacific Highway, Clackamas County
   Building Alteration

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia County Pavement Marking Project No. 2
   Various County Roads and City Streets, Columbia County
   Pavement Marking

   Same as No. 1.

3. Columbia River Highway @ S.W. E.M. Watts Road and S.W. Maple St. (Scappoose)
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

4. Marion County Pavement Marking Project No. 2
   Various County Roads, Marion County
   Pavement Marking

   Same as No. 1.

5. Charles H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas
   Old Oregon Trail Highway; Union, Baker and Malheur Counties
   Building Alteration

   Same as No. 1.

6. Beaverton-Hillsdale Highway @ S.W. 197th Avenue (Beaverton)
Beaverton-Hillsdale Highway, Washington County
Traffic Signals

Same as No. 1.

7. Shields Creek-Muns Creek
Coos Bay-Roseburg Highway, Douglas County
Grading and Paving

Two twelve-foot lanes with eight-foot shoulders throughout the project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Fiddle Creek Bridges
Fiddle Creek Road, Lane County
Grading, Paving and Structures

Twenty-four-foot aggregate with twenty-four- to twenty-eight-foot paved approaches. All three structures have twenty-three-foot six-inch roadways.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Blackhorse Creek (Lexington) Bridge
Arcade Street (Lexington), Morrow County
Structure

Structure replacement. Roadway width on structure thirty-one feet three inches.

Same as No. 7.

10. Juniper Canyon Road-Lexington/Echo Highway
Bombing Range Road, Morrow County
Grading and Paving

Twenty-two-foot roadway with four-foot shoulders.

Same as No. 7.

11. N.E. 242nd Drive-Buxton Road
Cherry Park Road, Multnomah County
Grading and Paving

Roadbed variable thirty to forty-four feet. Five-foot sidewalks to be constructed where space allows. Some existing sidewalk. Intermittent sidewalks for pedestrian use and shared roadway for bicycle use.

12. Church Road-Pacific Highway, West
Willamina-Salem Highway, Polk County
Grading and Paving

Bikeway project. Twenty-four-foot travel way with twelve-foot left-turn median lane as necessary. Five-foot shoulder bikeway to be constructed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1982 Clear Lake Rd. at Green 9437
Hill Rd. Sec. approx. 3 miles
NW of Eugene. (Signal)

C+A - 7235 8-5-81

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9/21/84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-A454(2)
COMPLETION DATE (Actual) 12/8/82	ACCEPTANCE DATE BY CONRTACT AGENCY 5/6/83	TIME ELAPSED 105 %	CONTRACT TIME 180 CD

LOCATION

County Road located approximately 1 mile NW of Eugene

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLEAR LAKE ROAD @ GREEN HILL ROAD
CLEAR LAKE ROAD
Signal

This project provided for the construction of a multi-phase traffic activity traffic signal in a rural area of Lane County. A contract in the bid amount of $62,495 was awarded Hamilton Electric Inc., Eugene, Oregon on 3/17/82. Project work began on 4/28/82 and was completed in reasonably close conformance with the approved plans and specifications on 12/8/82 at a final estimated cost of $78,142.70 which includes $62,003.70 for original bid item work, $4,464 for approved price agreements, $2,575 for approved State force work and $9,100 for construction engineering.

A total of 190 calendar days were used as compared to the 180 calendar days allowed by the specifications. A 10 day time extension was approved on 3/3/83.

There were no major significant overruns or underruns of the contract bid items.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 10 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D.R | Sign | Act | File

10/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/9/84	TITLE Field Operations Engineer	DATE 10/9/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9427

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
6-34

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-7-83

State
Oregon

County
Lane

Project Number
HES-A454(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 82,478.00	$ 87,940.00
Federal funds	$ 74,230.00	$ 79,146.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 3, 1983

Federal-Aid Project No. HES-A454(2)

Clear Lake Road @ Green Hill Road
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 7,000.00

Type Code Y033
Traffic Signal

Subtotal of Previous Estimate of March 3, 1982	$ 65,920.00

Additional Items

Traffic Signal Revision (P.A. #1)	All Required		$ 4,464.00
		Increase	$ 4,464.00
		Subtotal	$ 70,384.00
		Engineering	10,556.00
		Total	$ 80,940.00

Length of Project ------------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 7,000.00	$ 6,300.00	$ 700.00
Traffic Signals	80,940.00	72,846.00	8,094.00
Total	$ 87,940.00	$ 79,146.00	$ 8,794.00

Group 1	100%
Contract No.	9437
Prefix:	520-1960
Prefix:	520-1056

9433

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-48	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/30/82	State: Oregon County: Lane Project No.: HES-A454(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clear Lake Road at Green Hill Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-6-80	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-82	0.00
OTHER *(Specify)*		

FUNDS Pro-Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 82,478.00	$ 74,230.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon March 3, 1982

Federal Aid Project
No. HES-A454(2)

Clear Lake Road at Green Hill Road
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required		$ 7,000.00

Type Code Y033
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 936.00
Temporary Signs	160 Sq. Ft.	4.50	720.00
Flagmen	40 Hour	5.00	200.00
Traffic Signal Installation, Complete	All Required		60,639.00
			$ 62,495.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,000.00
State Furnished Controller Program	All Required		500.00
Signal Controller Testing	All Required		1,425.00
Signal Turn-On	All Required		500.00
			$ 3,425.00
		Subtotal	$ 65,920.00
		Engineering	9,558.00
		TOTAL	$ 75,478.00

Length of project - - - - - - - - 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 7,000	$ 6,300	$ 700
Traffic Signals	75,478	67,930	7,548
TOTAL	$ 82,478	$ 74,230	$ 8,248

Group 1 100%
Contract No. 9437
Prefix 520-1960
Prefix 520-1056

9437

May 11, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9437

Gentlemen:

Contract No. 9437 awarded to Hamilton Electric, Inc. for traffic signal installation on Clear Lake road at Green Hill Road in Lane County was completed on March 3, 1983, and accepted by the State Highway Division on May 6, 1983.

Final payment in the amount of $2,100.00 will be released to the contractor after May 16, 1983. The total contract amount is $66,467.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9437

B

March 3, 1983

CON

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97440

Time Extension Request
Clear Lake Rd. @ Green Hill Rd.
Contract No. 9437
FAP No. HES-A454(2)

Your request for an additional 10 calendar days of contract time in which to complete the above project has been carefully reviewed. A contract time extension of 10 calendar days is granted due to a completion of paving by Lane County's contractor. This will eliminate all liquidated damages under this contract.

There were some delays associated with Price Agreement No. 1; however these delays were rendered somewhat indeterminate by offsetting delay in material delivery.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
Jim Gix w/att.
Ellis Jones w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engr.
Atten: O. B. Jackmond

DATE: February 15, 1983

FROM: J.X. Wilson
J. X. WILSON
Region Construction Engineer

SUBJECT: Request for Extension of Time
Clear Lake Rd. @ Green Hill Rd.
Contract No. 9437

Attached is a request for time extension asking for 10 additional days to complete the subject project. They have included a substantial file of support data. Also attached is a letter from Ellis Jones recommending against granting additional time.

After reviewing all the material submitted, including Ellis' time flow chart, I think the issue boils down to whether the paving done by others was the controlling factor in the ultimate completion of the signal project. It appears to me that no matter what Hamilton Construction did (or did not do) prior to paving completion, it made absolutely no difference to when the signals could be put into operation.

I discussed that concept extensively with Ellis and after he reviewed the chain of events from that angle, he agreed that the actual completion and turn-on of the signals was really not affected by Hamilton-caused delays. Hamilton did complete the project as quickly as possible after the paving, done by others, was finished.

In conclusion, we do not believe the county, state or travelling public has been damaged in any way by the actions of Hamilton Construction Co. and the requested additional 10 days should be granted.

jxw/cw
Attach.

cc Ellis Jones

2-22-83

W.E. Schwartz -

I concur with Region to grant 10 calendar days due to late completion of paving by the county's contractor.

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RECEIVED
FEB 18 1983
CONSTRUCTION SECTION

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9437

REPORT NO. 38

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CLEAR LAKE ROAD AT GREEN HILL ROAD

WEEK ENDING: 15 JANUARY 1983

SECTION PREFIX: 520-1056

HIGHWAY: CLEAR LAKE ROAD

COUNTY: LANE

NAME OF JOB: CLEAR LAKE ROAD @ GREEN HILL ROAD

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC, INC.

CONTRACT NUMBER: 9437

FEDERAL AID PROJECT NUMBER: HES-A454(2)

DATE OF CONTRACT: 17 MARCH 1982

DATE WORK STARTED: 28 APRIL 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 180 CD

WORK DAYS USED

CALENDAR DAYS USED 190

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 105.6%

PROJECT AUTHORIZATION: $ 75478.40

EXCLUSIVE OF ENGINEERING: $ 68886.40

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 70992.62

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.1 %

ENGINEERING AUTHORIZATION $ 6592.00

ENGINEERING COST TO DATE $ 6677.59

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 101.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103.1%

DATE PROJECT WAS COMPLETED: 8 DECEMBER 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	TRAFFIC SIGNALS								
PERCENT	100.%								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	CLEAR	0		
WEDNESDAY	CLEAR	0		
THURSDAY	FOGGY	0		
FRIDAY	FOGGY	0		
SATURDAY		0		

RECEIVED
JAN 17 1983
CONSTRUCTION SECTION
CE K
CAE
FOE
QCS
SCS
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OM
CA
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TC
FE
GP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Clear Lake Road at Green Hill Road - for week of Jan 9 thru 15, 1983.
MONDAY	No project activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project activity. Office crew working on semi-final.

Next week: No project activity planned.

NOTE: Project work complete. Semi-final to be submitted when material certifications received from contractor.

SIGNED Kenneth L Fordice LOCATION Eugene

Kenneth L. Fordice, Ass't Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9437

P

February 26, 1982

ACC

George Price
County Engineer
Lane County
3040 N. Delta Highway
Eugene, Oregon 97401

Dear Mr. Price:

On February 25, 1982 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for the traffic signal installation on Clear Lake Road at Green Hill Road.

As described in our Agreement No. 7235, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$62,495.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,000.00	
State Furnished Controller Prog.	500.00	
Signal Controller Testing (Engineering)	1,425.00	
Signal Turn-On	500.00	$ 3,425.00
SUBTOTAL		$65,920.00
4 1/2% Contingencies		2,966.40
10% Engineering		6,592.00
Estimated Construction Cost		$75,478.40
Estimated Preliminary Engineering Cost		6,700.00
ESTIMATED TOTAL PROJECT COST		$82,178.40

COUNTY SHARE: 10% of $82,178.40 = $8,220.00

We will award the contract when we receive your advance deposit in the amount of $8,220, which should arrive not later than March 19, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

Faye Pitts of Acctg: Rec'd check for $8220 3-17-82 KEH

KEH:af
Attachment
bcc w/AD # 82-11: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 82-11 when advance deposit is received.

Section Clear Lake Rd. at Green Hill Rd. Programming Estimate $ 117,200
Highway Clear L[illegible]e Road Projec[illegible]ength ~
County LANE Completion Time 180 CD
Kind of Work Traffic Signals Est. Comp. Date Sept. 24, '82
Prefix 520-1960 Letting Date Feb. 25, '82 Project No. HES-A454(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 99,772.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Controller Program	500	$ 3,425.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	1,425	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Signal Turn-on	500	
Adjust Utilities		
Subtotal		$ 103,197.00
Contingencies (4-1/2%)		4,643.87
Engineering (~~8~~, [✓ 9,] ~~10~~%)		9,287.73
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 117,128.60

corrected copy
1-27-82

APPROVED

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section	Clear Lake Rd. at Green Hill Rd	County	LANE	Sheet	1 of 1
Kind of Work		Length	~	Date	1/27/82
				Name	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	1,192-
	Temporary Signs		Sq. Ft	160	6-	960-
	Flagmen		Hour	40	23^{50}	940-
	Traffic Signal Installation, Complete		All	All	-	96,680-

736 (8-81)

Bm.

Section Clear Lake Rd. at Greenhill Rd. Programmi Estimate $ 114,000

Highway Clear Lake Road Project Length —

County Lane Completion Time 180 CD

Kind of Work Traffic Signals Est. Comp. Date Sep. 24, '82

Prefix 520 - 1960 Letting Date Feb. 25, '82 Project No. HES-A 454(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~89,311~~ 96,680.00

Anticipated Additional Items:
Royalty Payment. . . . .
Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. 1,000
Temporary Pavement Striping. . . . .
Remove Pavement Striping (Exist. & Temp.) . . .
Temporary Erosion Control . . . .
State Furnished Controller Program 500
Roadside Seeding & Mulching . . . .
Asphalt Cement Adjustment . . . .
On the Job Trainees . . . .
State Responsibility for Damages . . . .
Signal Controller Testing (Engineering) . . . . . ~~1,000~~ 1,475
Bikeway Signs . . . .
Furnish Mailbox Posts . . . .
~~Adjust Utilities:~~
Signal Turn-On 500

$ ~~2,500.00~~ 3,475.00

Subtotal $ ~~91,811.00~~ 100,155.00

Contingencies (4-1/2%) . . . . ~~4,131.98~~ 4,506.98

Engineering (~~8~~, $\boxed{9}$, ~~10~~%) . . . . ~~9,181.10~~ 9,013.95

~~Subtotal~~ $

Credit for ______________ . . . .

Estimated Net Authorization, Construction . . . . ~~$105,123.60~~

$113,675.93

APPROVED

cc JAyres 1-27-82

____
Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

~~SUMMA~~ ~~BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

ate Jan. 27, '81

Section Clear Lake Rd. at Green Hill Rd.

County LANE

Kind Of Work Traffic Signals

Length –

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	992-
	Temporary Signs		Sq. Ft.	130	6-	780-
	Flagmen		Hour	30	23^{50}	705-
	Traffic Signal Installation, Complete		All	All	-	96,680- ~~86,834~~

9437

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-3-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-A454(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00047

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/3/82

8. FEDERAL ROUTE NUMBER Secondary A454

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Clear Lake Road at Green Hill Road Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Permanent Pavement Striping S.F. $1,000
  State Furnished Controller Program $500
  Signal Control Testing $1,425
  Signal Turn on $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/29/82 request and certifying statments are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $117,236 Federal Funds $105,512.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $12,101 Federal Funds $10,892)

RECEIVED
[illegible] HWY ENGR
FEB 23 '82
REFER TO
[illegible]
FOR

14. DATE 2/3/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9437

L.

August 5, 1981

Mr. Donald La Belle, Director of Public Works
Lane County
3040 North Delta Highway
Eugene, OR 97401

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7235

Dear Mr. La Belle:

Attached for your records is a fully executed copy of an agreement to install traffic control signal equipment on Clear Lake Road at Green Hill Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer
ATTN: M. C. Holmes
DATE: April 20, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Revised Agreement
Clear Lake Road at Green Hill Road
Lane County

Attached is a copy of an agreement for the subject project that has been revised by Lane County. These revisions (marked in red) are not approved by this office. Our objections are as follows:

1. STATE OBLIGATIONS - New paragraph No. 6.

   The State has not, in any agreements that we are aware of, indemnified any City or County. We are, of course, responsible for all of our part and the results thereof in fulfilling obligations incurred by the agreement.

2. COUNTY OBLIGATIONS - Paragraph No. 2.

   ". . . but shall contribute no more than a total of $7,500."

   The funding for this project, involving only county roads, does not include any contribution by the State. Therefore, the match money (10 percent) is the responsibility of the County and a dollar limit cannot be set for an unknown amount.

   Paragraph No. 5. This revision indicates that the County will acquire the right of way without Federal participation. We are somewhat doubtful that this is the County's desire.

   Paragraph No. 6. This addition is not necessary. The original sentence indicated that any expense involved was not part of the Federal/County funding.

Please take appropriate action to conclude these negotiations. This project has been delayed several times awaiting the signing of an agreement by the County.

L. E. George
Traffic Engineer

BET:ds

cc: Alfred Shirley, Jr.

PRO 6

STATE OF OREGON INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: L.E. George
Traffic Engineer

DATE: April 13, 1981

FROM: Jack Ayres JA
Regional Federal-Aid Engineer

SUBJECT: Clear Lake Road @ Green Hill Road
Lane County

Attached are three revised copies of Construction - Finance Agreement for the Clear Lake Road @ Green Hill Road traffic signal. The county has indicated through their legal counsel that required changes have been made in paragraph 6 of State Obligations and paragraphs 2,5,6 and 10 of County Obligations.

Please review these revised agreements and determine their acceptance as modified. If acceptable, please return to me and I will resubmit them to Lane County for signature.

I note by your letter of March 27, 1981, to Dave Moehring that this project has tentatively been rescheduled for May 28, 1981. Timing on signature of the Construction - Finance agreement may require further postponement of this proposed signal project.

ja/cp
attach.
cc: Project Management
L. Asburry
D. Jones

Salem, Oregon 97310

Attention: Right-of-Way Section 4-8-81 Prefix 520-1960

Subject: Federal Aid Project No. HES-A454(2)
Project Name Clear Lake Rd. at Green Hill Rd.
Clear Lake County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this 2 day of April, 1981

County of Lane, Oregon
George E Morgan
General Administrator

Certified By:
Regional Right-of-Way Supervisor
Date 4/8/81

ctions: Complete A or B and
File No. ____________
76

ED AS TO FORM
3-30-81
COUNSEL

Section Clear Lake Rd. ℄ Greenhill Rd. Programming Estimate $ 1

Highway Clear Lake Road Project Length —

County Lane Completion Time 180 CD

Kind of Work Traffic Signals Est. Comp. Date Oct. 23, '81

Prefix 520 - 1960 Letting Date Mar. 26, '81 Project No. HES-A454(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 89,311.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. / Lanes)		
Temporary Erosion Control		
State Furnished Controller Program	500	$ 2,500.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 91,811.00
Contingencies (4-1/2%)		4,131.50
Engineering (8, 9, [✓ 10%])		9,181.10
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 105,123.60

APPROVED

No expense to state.
County pays match 10% or est. $10,512

Road Design Engineer C.C. J. Ayres
2-18-81

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date Jan. 27, '81

ection Clear Lake Rd. at Green Hill Rd.

County LANE

ind Of Work Traffic Signals

Length —

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Temporary Protection and Direction of Traffic		All	All	-	992-
Temporary Signs		Sq. Ft.	130	6-	780-
Flagmen		Hour	30	23^{50}	705-
Traffic Signal Installation, Complete		All	All	-	86,834-

9437 2-12-81 L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	HES-A454(2)
STATE PROJECT NO.	See below
FROM:	E.J. Valach, Acting Division Admin FHWA - Oregon Division
PROGRAM NO.	
ITEM NO.	00047
COUNTY NAME	Lane
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO [illegible]

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	2/12/81
FEDERAL ROUTE NUMBER	Secondary A454
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Clear Lake Road at Green Hill Road Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $105,135 Federal Funds $94,620.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G. K. H	for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975--631-088

4437

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00047
Project No. HES-A454(2)
Clear Lake Rd. @ Green Hill Rd. Sec.
Lane County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $105,135 with an obligation of $94,620 in Federal funds.

JLG:bkc

cc: L.E. George
Lou Olson
General Files

9437

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: L. E. George
Traffic Engineer

DATE: October 27, 1980

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

Last December at the Eugene public meeting where the 6-Year Highway Improvement Program was discussed, there was considerable interest in improving the intersection of Green Hill Road and Rt. F westerly of the City of Eugene.

Following that hearing, a traffic signal investigation was made of the intersection and the interruption of continuous traffic warrant was almost met.

We have again just recently studied the intersection and that interruption of traffic warrant is met and also the accident experience is almost met.

It is the recommendation of this office that the signal installation at this location be placed on our traffic signal priority list.

as/cw

cc H. S. Coulter
D. H. Moehring

- This is the intersection we all looked at the following morning.

RECEIVED
STATE HWY ENGR
OCT 29 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials

9437 2-1-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
ES-A454(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00047

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orjg

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2/6/80	Secondary A454
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Clear Lake Rd. at Green Hill Rd. Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 1/22/80 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e. Also, you are now authorized to proceed with the work as shown above at a TEC of $7,000 with Federal participation limited to $6,300.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80	G K Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

FAS A454

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Clear Lake Road at Green Hill Road
Contract: 9437

Prefix: 520-1056
F.A.#: HES-A454(2)

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+ or -)
Bid Items	$	62,495.00	62,003.70	- 0.8%
Anticipated Items	$	3,425.00	3,425.00	-
Contingencies	$	2,966.40	4,464.00	+50.5%
Liquidated Damages 10 Days @ -$110.00/Day	$	-	-1,100.00	-
Engineering	$	6,592.00	6,677.59	+ 1.3%
Total:	$	75,478.40	75,470.29	-

All substantial changes were evaluated and none meaningfully affected the total project cost.

1
2
RW Cy

25

9437

L.

PRO 6-1-4

STATE OF OREGON
Highway - Traffic — DEPT.
378-6537 — TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 6, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

In 1977 Lane County requested a project to install traffic signals at the intersection of Clear Lake Road and Green Hill Road. After the project was approved by the FHWA, the County decided to withdraw the project and try less restrictive measures. Accidents of the type preventable by traffic signals have continued to occur, and the County has requested that the project to install traffic signals be reactivated.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Funds	Federal Funds	County Funds
Lane County	Clear Lake Road at Green Hill Road	$70,000	$63,000	$7,000

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

RHB:jrb
Attachment

APPROVED BY:

for State Highway Engineer

DATE: 12/7/79

RECEIVED
STATE HWY ENGR
DEC 7 -'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PRO 6-1-4

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: December 4, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Reactivation
Title II Section 209
Clear Lake Road at Greenhill Road (Lane County)
HHS-A454(1)

, # 9437

Lane County has requested that the project to install fully-actuated traffic signals at the subject location be reactivated.

The original application was withdrawn by the County in order to try to reduce the number of accidents with a less restrictive remedy. However, accidents of the type preventable by traffic signals have continued to occur, and the County does not want to delay the signal installation any longer.

Total project cost is estimated to be $70,000, including $5,000 for preliminary engineering.

The benefit/cost ratio continues to be high.

Please prepare necessary documentation to reactivate this project with the FHWA. Also, update the PMS.

7235

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:jrb

Attachment

cc: F. E. Terpin
G. A. Potter
A. Shirley, Jr.
M. C. Holmes - Agreement needed. ✓

To typist 12-21.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
DEC 5 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9437

L

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-A454(1)

STATE PROJECT NO. See Below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70597-20

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-7-78

FEDERAL ROUTE NUMBER Secondary A-454

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Clear Lake Road at Green Hill Road Section"

GENERAL DESCRIPTION OF WORK:

Withdrawal of Project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) : Withdrawal of Project
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-3-78 I approve the withdrawal of the subject project.

Swan
4-13

DATE 4-7-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

4437

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-A454(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 70597-20

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-26-77

FEDERAL ROUTE NUMBER Secondary Route A 454

STATE ROUTE NUMBER County Road

STATE HWY ENGR
SEP 27 '77
REFER TO

orig to

GENERAL LOCATION:

"Clear Lake Road @ Green Hill Road Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $3,000 FF $2,700
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-31-77 letter, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

Also, as requested in Mr. Swan's 8-31-77 letter you are authorized to proceed with the work as shown above.

DATE 9-26-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-655

1982 NE Sandy Blvd.-SE Wash. St. 9438
Sec. of Cascade Hwy. N. (82nd Ave.)
in Portland. (Signal)

C&A 7469 5-14-81

1131

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 10, 1984

CITY: Portland AGREEMENT NO: 7469 PROJECT NO: IX-9713(2)(3)

CONTRACT NO: 9438 SECTION: NE Sandy Blvd-SE Washington St., 82nd Ave.

PRELIMINARY ENGINEERING (Prefix No. 26-1934):

Project Manager	$ 603.59
Work Performed by City	4,347.40
Final Design	169.56
Traffic Section	1,366.69
Audit Services	117.48
Program Section	152.53
Specifications	1,228.33
Administrative Services	21.13
TOTAL P.E. COST	$ 8,006.71
Less Federal Funds	(6,623.32)
Less Non-Participating Project Manager Costs	(214.57)
BALANCE	$ 1,168.82

STATE SHARE: 9/15 of $1,168.82 = $701.29

CITY SHARE: (6/15 of $1,168.82) + 214.57 = $682.10

CONSTRUCTION (Prefix No. 26-1020):

Payment to Contractor	$209,876.70
Credit for Liquidated Damages	(3,000.00)
Interest on Final Payment (Non-Participating)	18.00
SFO #1 Reinstall OSHD Directional Signs	441.84
SFO #3 Signal Controller Testing	6,000.00
Construction Engineering	726.43
Work Performed by City	12,081.59
Audit Services	181.10
Program Section	91.85
Salem Lab	134.95
Portland Lab	314.25
Technical Services	222.08
Construction Section	156.86
Region Office	5.20
TOTAL CONSTRUCTION COST	$227,250.85
Less Federal Funds	(193,147.92)
Less Non-Participating Interest	(18.00)
BALANCE	$ 34,084.93

STATE SHARE: 9/15 of $34,084.93 = $20,450.96

CITY SHARE: (6/15 of $34,084.93) + 18.00 = $13,651.97

SUMMARY:

City Share P.E.	$ 682.10
City Share Construction	13,651.97
TOTAL CITY SHARE	$ 14,334.07
Less Credit for P.E. by City	(260.85)
Less Credit for Const. Engr. by City	(724.90)
Less Advance Deposit 3-10-82	(13,635.00)
* REFUND DUE CITY	$ (286.68)

GEZ:me

Refund is balance remaing in Local Goverment investment Pool.

26-1020

11/31

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-14-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD **FROM** 2-3-82 **TO** 12-20-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9713(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
226,525.95	227,232.85	85%	193,147.92	193,147.92	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 2/14/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NE Sandy Blvd.-S.E. Washington St. (Portland)					
	Cascade Highway, North					
	Multnomah County					
	Construction					
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		209,876.70	
SFO	#1 Reinstall OSHD directional signs (State)		All Required		441.84	
SFO	#3 Signal Controller Testing (by State)		All Required		6,000.00	
	Total Participating Constriction				216,318.54	
	Construction Engineering					
	Work by city of Portland		All Required		12,081.59	
	State		All Required		1,651.62	
	Liquidated Damages		Lump Sum		(3,000.00)	
	Total Participating Construction Engineering				10,733.21	
	Misc Project Cost					
	Audit Expense		All Required		181.10	
	Total Participating Project Cost				227,232.85	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		18.00	
	City of Portland Share of Project Cost		All Required		(724.90)	
	Total Non Participating Project Cost				(706.90)	
	Total Project Cost				226,525.95	
	Prepared based on Participating cost as shown on the Federal Billing as of 2-23-84					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YPS BEG	END
	026	1019	950	00 P 1			316.00	3,275.50	82	83
	026	1019	950	00 N 1			316.00CR	223.24	82	83
	026	1019	985	00 P 1				85.95	81	82
			TOT	P1		506.32	8,551.85	2,440,860.41		
			TOT	N1			295.02CR	2,473.51		
			** JOB TOTALS **			506.32 **	8,256.83 **	2,443,333.92 **		
NE SANDY-SE WASHINGTON ST	CONT NO 9438 * FA PROJ NOS X10 9713003 100								STATE	
	026	1020	201	00 P 1	Pay Cont.			209,876.70 ✓	82	83
	026	1020	203	00 P 1	Cr. Liq Dam.			3,000.00CR ✓	83	83
	026	1020	206	00 N 1	Interest			18.00	83	83
	026	1020	270	01 P 1	SFO#1			441.84	83	83
	026	1020	270	01 N 1	"		69.95CR		82	84
	026	1020	270	03 P 1	SFO#3			6,000.00 ✓	82	82
	026	1020	294	00 N 1	Loc. Match			724.90CR	82	83
	026	1020	295	00 N 9	Tr. City			13,635.00	82	83
	026	1020	296	00 N 9	" St	252.67	1,246.79CR	206,782.92CR	82	84
	026	1020	298	00 N 9	" Fck	252.67CR	1,246.79	193,147.92	82	84
	026	1020	900	00 P 1	Const. Eng	297.26CR	170.19	368.46 ✓	82	84
	026	1020	903	00 P 1	Pay Loc.			12,081.59 ✓	82	83
	026	1020	915	00 P 1	Audit		181.10	181.10	83	83
	026	1020	920	00 P 1	Prog. Sec.			91.85 ✓	82	82
	026	1020	940	00 P 1	Salem Lab.		18.20	134.95 ✓	82	83
	026	1020	941	00 P 1	Port. "			314.25 ✓	82	83
	026	1020	944	00 P 1	Tech Serv.		200.17	222.08 ✓	82	83
	026	1020	945	00 P 1	Const Sec.			156.86 ✓	82	83
	026	1020	946	00 P 1	Leg. Cit.		5.20	5.20	83	83
	026	1020	948	00 P 1	Gen C.E.		8.15	357.97	82	83
			TOT	P1		297.26CR	583.01	227,232.85		
			TOT	N1			69.95CR	706.90CR		
			** JOB TOTALS **			297.26CR**	513.06 **	226,525.95 **		
NE UNION AVE-NE 39TH AVE	CONT NO 9513	FA PROJ NOS X10 0068005				34 X10 0068005	39 X10 0068005	24 X10 0068005	03 STATE	
	026	1021	201	00 P 1		132,358.11	700,423.67	2,596,270.59	82	84
	026	1021	201	00 P 2		500,995.88	5,955,521.41	10,438,030.38	82	84
	026	1021	201	00 P 3		101,633.56	2,394,383.65	5,181,297.33	82	84
	026	1021	201	00 P 8		4,140.00CR	1,375.00CR	31,325.00	83	84
	026	1021	201	00 N 1			2,900.00	2,900.00	83	83
	026	1021	201	00 N 2		17.00CR	2,138.60	3,638.60	83	24
	026	1021	201	00 N 3		9.55CR	497.58	3.767.58	82	84
	026	1021	204	00 P 1			52,862.76		83	84
	026	1021	204	00 P 2			60,636.71	.01	83	84
	026	1021	204	00 P 3			37,314.89		83	84
	026	1021	204	00 P 8			4,664.35	.01CR	83	84
	026	1021	205	00 P 2				8,539.20CR	83	[illegible]
	026	1021	206	00 N 3				3,650.60	83	[illegible]
	026	1021	260	09 P 1			40.94	40.94	83	[illegible]

801
BILLING NUMBER 40

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

04/26/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
026-1017	1	X10 -0024-029 APPR-772	908,269.00	1082,682.80	1079,292.71	85.00	917,398.80	908,269.00	9,129.80 B	
	2	X10 -0024-029 APPR-580	82,980.00	97,623.53	97,623.53	85.00	82,980.00	82,980.00		
	8	X10 -0024-029 APPR-772	33,000.00	38,802.66	38,720.34	85.00	32,912.29	32,912.29		
026-1017		PREFIX TOTALS	1024,249.00	1219,108.99	1215,636.58		1033,291.09	1024,161.29	9,129.80	
026-1018	1*	HES -0024-028 APPR-141	62,727.12	73,754.27	69,696.80	90.00	62,727.12	62,727.12		
026-1019	1	F -2702-010 APPR-010	2201,146.00	2443,341.62	2440,868.11	88.18	2152,357.50	2152,350.71		6.79
026-1020	1*	X10 -9713-003 APPR-772	193,147.92	226,525.95	227,232.85	85.00	193,147.92	193,147.92		
026-1021	1	X10 -0068-005 APPR-580	2500,000.00	3214,072.18	3206,876.71	85.00	2725,845.20	2500,000.00	225,845.20 B	
	2	X10 -0068-005 APPR-580	8697,131.00	11993,275.43	11974,969.92	85.00	10178,724.43	8697,131.00	1481,593.43 B	
	3	X10 -0068-005 APPR-000		5597,462.99	5585,218.41					
	8	X10 -0068-005 APPR-580	60,000.00	81,961.99	81,611.55	85.00	69,369.82	60,000.00	9,369.82 B	
026-1021		PREFIX TOTALS	11257,131.00	20886,772.59	20848,676.59		12973,939.45	11257,131.00	1716,808.45	
026-1022	1	HES -0024-030 APPR-141	107,004.00	111,413.80	110,986.53	90.00	99,887.88	99,887.88		
	8	HES -0024-030 APPR-141	28,400.00	18,454.19	18,406 20	90.00	16,565.58	16,565.58		
026-1022		PREFIX TOTALS	135,404.00	129,867.99	129,392.73		116,453.46	116,453.46		
026-1023	1	X10 -0068-004 APPR-580	1098,638.00	1029,528.47	1022,755.27	85.00	869,341.98	831,788.71		37,553.27
	2	X10 -0068-004 APPR-000								
	3	X10 -0068-004		238,459.04	236,488.90					
	9									
026-1023		PREFIX TOTALS	1098,638.00	1267,987.51	1259,244.17		869,341.98	831,788.71		37,553.27
026-1024	1	HES -0001-015 APPR-141	66,522.00	76,087.58	71,228.97	90.00	64,106.07	64,043.22		62.85
	8	HES -0001-015 APPR-141	850.00	954.27	948.47	90.00	853.62	850.00	3.62 B	
026-1024		PREFIX TOTALS	67,372.00	77,041.85	72,177.44		64,959.69	64,893.22	3.62	62.85
026-1025	1	HES -9809-008 APPR-141	40,750.00	47,095.14	45,247.06	90.00	40,722.35	40,722.35		
	8	HES -9809-008 APPR-141	1,984.00	2,189.31	2,149.49	90.00	1,934.54	1,934.54		
026-1025		PREFIX TOTALS	42,734.00	49,284.45	47,396.55		42,656.89	42,656.89		

9453

rll

cc: OSHD (ulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/19/83	REPORT MADE BY 12-19-83 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-9713(3)
COMPLETION DATE 11/10/82	ACCEPTANCE DATE BY CONTRACT AGENCY 4/28/83	TIME ELAPSED 110 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS NONE	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE SANDY BLVD. - SE WASHINGTON STREET
CASCADE HIGHWAY NORTH (82nd AVENUE)
Traffic Signals

This project provided for installation of traffic control signals at six intersections along 82nd Avenue. Interties to the existing progression was also included.

Time overran 10 percent. Liquidated damages were charged for 20 days at $150/day.

Estimated final cost is $224,276. The original authorization was $246,812.

RECEIVED
STAT. HWY ENGR
[illegible] 83

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Glenn K. Hossner	
TITLE Area Engineer	DATE 12/20/83	TITLE Field Operations Engineer	DATE 12/20/83

FORM FHWA 1446 B (12-73) FORMERLY PR 33E

Previous Editions of PR-33E Will Not Be Used.

9438

May 6, 1983

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
9438

Gentlemen:

Contract No. 9438 awarded to Hansen Electric Co. for traffic signal installation on the NE Sandy Blvd.-SE Washington Street Section of the Cascade Highway North in Multnomah County was completed on March 29, 1983, and accepted by the State Highway Division on April 28, 1983.

Final payment in the amount of $2,000.45 will be released to the contractor after May 11, 1983. The total contract amount is $206,876.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9438

26-1934

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

1-18-83

STA OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

X

VOUCHER PERIOD

FROM 2/18/81

TO 2/2/82

FEDERAL AID PROJECT NO.

IX-9713(2)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,745.86	$7,792.14	85.00%	$6,623.32	$6,623.32	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon 1/18/83 Controller

P.E.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Sandy Blvd.-S.E. Wash. St. (Portland) Section SR 213 in Multnomah					
	Preliminary Engineering					
	Type Code P.E.					
	City of Portland	All Required			$4,347.40	
	State	All Required			3,327.26	
	Total Participating Preliminary Engineering				$7,674.66	
	Misc. Project Cost					
	Audit Expense	All Required			117.48	
	Total Participating Project Cost				$7,792.14	
	Nonparticipating Project Cost					
	State	All Required			$ 214.57	
	City of Portland Share of Project Cost	All Required			(260.85)	
	Total Nonparticipating Project Cost				$ (46.28)	
	Total Project Cost				$7,745.86	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/27/82.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              MARCH 1983       PAGE 664

                                                                                        FISCAL         GRAND TOTAL
     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE        TO DATE
                                  026   1932     298      00 N 9                                       6,179.14
                                  026   1932     901      00 P 1                                       3,628.56
                                  026   1932     901      00 N 1                                          83.45
                                  026   1932     905      00 P 1                                         212.89
                                  026   1932     911      00 P 1                                       2,039.64
                                  026   1932     914      00 P 1                                          10.48
                                  026   1932     920      00 P 1                                          94.29
                                  026   1932     921      00 P 1                                         856.70
                                  026   1932     922      00 P 1                                          23.15
                                                 TOT      P1                                           6,865.71
                                                 TOT      N1                                              83.45
                                             ** JOB TOTALS **                **              **        6,949.16  **

                                                                                                                     STATE
 NE SANDY-SE WASHINGTON     CONT NO     * FA PROJ NOS X10 9713002 100
                                  026   1934     294      00 N 1 Local Match             17.26CR         260.85CR
                                  026   1934     296      00 N 9 Tr. St.                132.86CR       6,623.32CR
                                  026   1934     298      00 N 9 " Fed.                 132.86         6,623.32
                                  026   1934     901      00 P 1 Proj. Mgr.              30.12CR         389.02
                                  026   1934     901      00 N 1 " "                     67.75           214.57
                                  026   1934     903      00 P 1 Pay Loc.               287.65         4,347.40
                                  026   1934     905      00 P 1 Fin. Des.               50.33CR         169.56
                                  026   1934     911      00 P 1 Tr. Sec                 95.23CR       1,366.69
                                  026   1934     915      00 P 1 Audit                  117.48           117.48
                                  026   1934     920      00 P 1 Prog. Sec.                              152.53
                                  026   1934     921      00 P 1 Specs.                 111.36CR       1,228.33
                                  026   1934     922      00 P 1 Adm. Ser.                                21.13
                                  026   1934     936      00 P 1      1,020.82CR
                                                 TOT      P1          1,020.82CR        118.09         7,792.14
                                                 TOT      N1                             50.49            46.28CR
                                             ** JOB TOTALS **         1,020.82CR**      168.58  **     7,745.86  **

                                                                                                                     STATE
 MT HOOD HWY@BIRDSDALE AVE  CONT NO     * FA PROJ NOS HES 0024030 100
                                  026   1935     296      00 N 9                                      10,260.00CR
                                  026   1935     298      00 N 9                                      10,260.00
                                  026   1935     901      00 P 1                                       6,140.72
                                  026   1935     901      04 P 1                                          12.25
                                  026   1935     905      00 P 1                          6.00         3,577.96
                                  026   1935     907      00 P 1                                         612.67
                                  026   1935     911      00 P 1                                       2,747.02
                                  026   1935     913      00 P 1                                         108.00
                                  026   1935     914      00 P 1                                          78.96
                                  026   1935     920      00 P 1                                         130.18
                                  026   1935     921      00 P 1                                       1,009.46
                                  026   1935     922      00 P 1                                          33.55
                                  026   1935     923      00 P 1                                         783.72
                                                 TOT      P1                              6.00        15,234.49
                                             ** JOB TOTALS **                **           6.00  **    15,234.49  **
```

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8	X10 -0323-029 APPR-772	40,000.00	49,411.89	49,411.89	85.80	42,395.40	40,000.00	2,395.40 B	
026-1929		PREFIX TOTALS	1787,511.00	2730,923.90	2218,543.31		1877,015.70	1787,511.00	89,504.70	
026-1930	1	XI -0001-008 APPR-823	221,468.00	12,572.67	12,572.67	85.00	10,686.77	10,686.77		
026-1931	1#	HES -0024-025 APPR-141	1,125.91	1,251.01	1,251.01	90.00	1,125.91	1,125.91		
026-1932	1	HES -0024-028 APPR-141	8,820.00	6,949.16	6,865.71	90.00	6,179.14	6,179.14		
026-1934	1#	X10 -9713-002 APPR-772	6,623.32	7,745.86	7,792.14	85.00	6,623.32	6,623.32		
026-1935	1	HES -0024-030 APPR-141	10,260.00	15,234.49	15,234.49	90.00	13,711.04	10,260.00	3,451.04 B	
026-1936	1	HES -9809-008 APPR-141	9,450.00	9,175.01	9,175.01	90.00	8,257.51	8,257.51		
026-1937	1	HES -0001-015 APPR-141	9,000.00	8,745.28	8,745.28	90.00	7,870.75	7,870.75		
026-1938	1	F -0024-032 APPR-010	23,455.00	19.95	19.95	88.18	17.59	17.59		
026-1939	1	X10 -9713-004 APPR-580	17,722.00	14,936.78	14,391.84	85.00	12,233.06	12,210.79		22.27
026-1943	1	X10 -9713-006 APPR-580	72,845.00	54,116.48	53,987.48	85.00	45,889.36	45,859.18		30.18
026-1947	1	HES -2702-013 APPR-141	45,000.00	1,120.21	1,120.21	90.00	1,008.19	1,008.19		
026-1948	1	HES -9361-007 APPR-141	13,770.00	523.42	523.42	90.00	471.08	471.08		
026-1959	1	XI -0323-029 APPR-823	1465,000.00	1727,974.36	1706,891.48	85.80	1464,512.89	1464,512.89		
	2	U -0323-029 APPR-032	305,448.00	355,539.76	355,502.78	85.80	305,021.39	305,021.39		
	3	F -0323-029 APPR-010	291,720.00	339,805.34	339,805.34	85.80	291,552.98	291,552.98		
026-1959		PREFIX TOTALS	2062,168.00	2423,319.46	2402,199.60		2061,087.26	2061,087.26		
026-1994	1	M -5025-028 APPR-436	325,000.00	365,978.04	354,742.84	90.00	319,268.56	319,268.56		
026-1997	1#	XI -0024-004 APPR 823				85.80				
	2#	F -0024-004 APPR-010				85.80				
	5#	XI -0024-004 APPR-823	161,547.93	195,258.72	188,284.30	85.80	161,547.93	161,547.93		
	6#	F -0024-004 APPR-010	6,390.38	7,447.99	7,447.99	85.80	6,390.38	6,390.38		
026-1997		PREFIX TOTALS	167,938.31	202,706.71	195,732.29		167,938.31	167,938.31		
026-1998	1#	XI -0024-005 APPR-823				85.80				
	2#	F -0024-005 APPR-010				85.80				

9-3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9713(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10116
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/82
8. FEDERAL ROUTE NUMBER FAU 9713
9. STATE ROUTE NUMBER Primary 68
10. GENERAL LOCATION:
NE Sandy Blvd. - SE Washington St.
11. GENERAL DESCRIPTION OF WORK
Reinstall 4 OSHD directional signs
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 10/5/82 as requested in Mr. Keasey's letter of 11/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $400 Federal Funds $340.

Orig to 11/30

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 11/23/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9436

1

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PORTLAND

WEEK ENDING: November 13, 1982

SECTION PREFIX: 26-1020

HIGHWAY: Cascade Highway North

COUNTY: Multnomah

NAME OF JOB: NE Sandy Blvd. - S.E. Washington St.

KIND OF WORK: Traffic signal installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 9438

FEDERAL AID PROJECT NUMBER: IX-9713(3)

DATE OF CONTRACT: March 24, 1982

DATE WORK STARTED: August 2, 1982

ESTIMATED COMPLETION DATE: November 10, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 220

SPECIFIED COMPLETION DATE: October 21, 1982

PERCENT OF TIME ELAPSED: 110%

PROJECT AUTHORIZATION: $ 246,812.56

EXCLUSIVE OF ENGINEERING: $ 227,241.52

ENGINEERING AUTHORIZATION: $ 19,571.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 215,879.00

ENGINEERING COST TO DATE: $ 7,167.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 37 %

DATE PROJECT WAS COMPLETED: November 10, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	53° Clear	1		
MONDAY	52° Partly Cloudy	1		
TUESDAY	56° Partly Cloudy	1		
WEDNESDAY	53° Clear	1		Project Complete 11/10/82
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
NOV 17 1982
CONSTRUCTION
SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov. 7 SUNDAY	No Activity
Nov. 8 MONDAY	S.E. 82nd Ave. at Stark & Washington: connected interconnect cable.
Nov. 9 TUESDAY	Removed poles & miscellaneous conduit & wire at N.E. 82nd at Sandy, Siskiyou & Tillamook.
Nov. 10 WEDNESDAY	Removed poles & miscellaneous conduit & wire at N.E. 82nd at Glisan, Stark & Washington. Project completed.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 11/10/82. This is the final weekly report.

SIGNED Don Burdette LOCATION Portland

Don Burdette

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

94138

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-67	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-5-82	State OREGON County Multnomah Project No. IX-9713(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Sandy Blvd.-S.E. Washington St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-82	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 246,812.00	FEDERAL FUNDS $ 209,790.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 4-5-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon March 5, 1982

FEDERAL AID PROJECT
NO. IX-9713(3)

N.E. SANDY BLVD.-S.E. WASHINGTON ST. (PORTLAND)
CASCADE HIGHWAY, NORTH
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic		ALL REQUIRED	$ 7,144.00
Temporary Signs	410 Sq. Ft.	4.50	1,845.00
Flagmen	180 Hours	5.00	900.00
Traffic Signal Installation, Complete		ALL REQUIRED	193,129.00
Traffic Control Programs, Complete		ALL REQUIRED	8,438.00
			$211,456.00

Anticipated Items

Signal Controller Testing	ALL REQUIRED	$ 6,000.00
	SUBTOTAL	$217,456.00
	Engineering	29,356.00
	TOTAL	$246,812.00

Length of Project 0.00 mi.

Federal Funds	85%	$209,790
State Funds	9%	22,213
City Funds	6%	14,809
TOTAL		$246,812

Group 1 100%
Contract No. 9438
Prefix: 26-1934
Prefix: 26-1020

9438

February 26, 1982

ACC

Richard O. Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 610
621 S.W. Alder Street
Portland, Oregon 97205

Dear Mr. Schmidt:

On February 25, 1982 we received a satisfactory bid from Hansen Electric Co., P.O. Box 1228, Coos Bay, Oregon 97420 for the N.E. Sandy Blvd.-S.E. Washington Street Section of N.E. 82nd Avenue.

As specified in our Agreement No. 7469, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid	$211,456.00
Anticipated Additional Item Signal Controller Testing	6,000.00
SUBTOTAL	$217,456.00
4 1/2% Contingencies	9,785.52
Engineering by City	- 0 -
Basis for Computation of City Share	$227,241.52

CITY SHARE: 6% of $227,241.52 = $13,635

We will award the contract when we receive your advance deposit in the amount of $13,635, which should arrive not later than March 19, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 82-12: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-12 when advance deposit is received.

3-24-82
$13,635 deposited in investment pool, notified MacNab. Steve Riddell getting payment to accting sect. Notified Jon Rose. ✓

9438

2-3-82

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9713(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10116

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/3/82

8. FEDERAL ROUTE NUMBER FAU 9713

9. STATE ROUTE NUMBER Primary 68

10. GENERAL LOCATION:
N. E. Sandy Blvd. - S. E. Washington Street (82nd Avenue Section)

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Signal Controller Testing $6,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/29/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $313,838 Federal Funds $266,762.

A signed copy of the Title Sheet is returned herewith.

(Appropriation Code 772)

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
FOR
[illegible]

14. DATE 2/3/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

82

FHWA-1240 (Rev. 3-79) PREVIOUS EDITIONS MAY BE USED

9438

1-26-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-000C(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71434

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-26-82

8. FEDERAL ROUTE NUMBER FAU 9318,9341,9345 & 9355

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

CBD Signal System Expansion (Portland)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change (See below)

13. REMARKS

As requested in Mr. Swan's letter of 1-14-82 I approve the revised Preliminary Engineering Costs to a TEC of $8,080 - Federal Funds $6,930.

(Increase TEC $3,580 - Federal Funds $3,070)

It should be noted that Preliminary Engineering Charges are in this instance limited to the concurrence in award date of April 17, 1980 for the construction phase under contract number 9104.

1-28-82

RECEIVED
STATE HWY ENGR
JAN 28 '82
REFER TO Manning
FOR
Info | Inves | R/D | D/R | Sign | [✓ Act] | File

14. DATE 1-26-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

94138

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 26, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10116
Project No. IX-9713(3)
NE Sandy Blvd.-SE Washington St. (Portland) Sec.
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for the project on February 25, 1982.

This project is based on the February 25, 1981 letter to you from the Director of ODOT.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Earle Mershon (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-R2067

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

1-26-82

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 213, 82nd Ave.	ADT	PRESENT 29,000	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Traffic Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 25 IX-	NUMBER 7 9713

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants		COUNTY NAME Multnomah			0
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9713 (32)	STATE 68 (36)	U.S. (37) ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y031		"NE Sandy Blvd.-SE Washington St. (Portland) Sec."	0.0	313,850	(I-505) 266,770	28,248	18,832

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	313,850	266,770	28,248	18,832
1	14				(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES
10-01-80
09-25-81

REMARKS
Additional Data: Item N
No. IX-9713(2).

0261934

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

1-26-82

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces): SR 213, 82nd Ave.

ADT — PRESENT: 29,000 — FUTURE: ---- — YEAR: ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 772

ITEM NO.: 10116

X (35 typewriter

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): IX- — NUMBER: 9713 — SEQ. NO.: (3)

I. Projects Only — POST MI.: — DESIG.:

Interstate Transfer Grants

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO.: U — FEDERAL-AID: 9713 — STATE: 68 — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

X								
PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%	CHARACTER OF PROPOSED WORK (Full description)
W								
ST CS		"NE Sandy Blvd.-SE Washington St. (Portland) Sec."	0.0	313,850	(I-505) 266,770	28,248	18,832	
	JLG	PROJECT TOTALS	0.0	313,850	266,770	28,248	18,832	

AL DATES
10-01-80
09-25-81

REMARKS
Additional Data: Item No. 10116; Project No. IX-9713(2).

-over

USCOMM DUSCOMM-DC 48905-P61

NE SANDY BLVD.-SE WASHINGTON ST. (PORTLAND) SEC.

PROJECT NO. IX-9713(3)

REMARKS CONTINUED:

Project Data: The work consists of interconnect and replace traffic control signals at the following 6 listed intersections and perform incidental work common to this type of project.

1) NE Sandy Blvd.
2) NE Siskiyou St.
3) NE Tillamook St.
4) NE Glisan St.
5) SE Stark St.
6) SE Washington St.

Accommodation of Utilities: A State-City Agreement No. 7469 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 5/11/81.

Maintenance: A State-City agreement No. 7469 complying with Section 116, Title 23 U.S.C. was executed on 5/11/81.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in FY '82 AP in MSD 10/81 AE/TIP on page 30 as #11.

7451

OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

ildred A. Schwab, Commissioner
Donald E. Bergstrom
City Traffic Engineer
317 S.W. Alder Street
Portland, Oregon 97204
(503) 248-4295

MA PDM PDE FFM SPC
ODOT - METRO

JAN 19 1982

BM PAR PPC FILE T/A

January ~~15~~ 19, 1982

Jon Rose
Department of Transportation
Metropolitan Branch
5821 N. E. Glisan St.
Portland, OR 97213

Subject: Approved Plans, City of Portland
Project: Sandy Blvd. - Washington (Cascade Hwy. North)

Attached is one set of approved plans for the signal project on N. E. 82nd Avenue between N. E. Sandy Boulevard and S. E. Washington Street.

Please refer any questions on this project to Don Burdette at 248-4041.

Sincerely,

James K. Wilson

J. K. Wilson
Sr. Traffic Engineer

JKW:jl

cc: Tom Schwab

Encl.

Date 1-19-82

From Metro JON ROSE

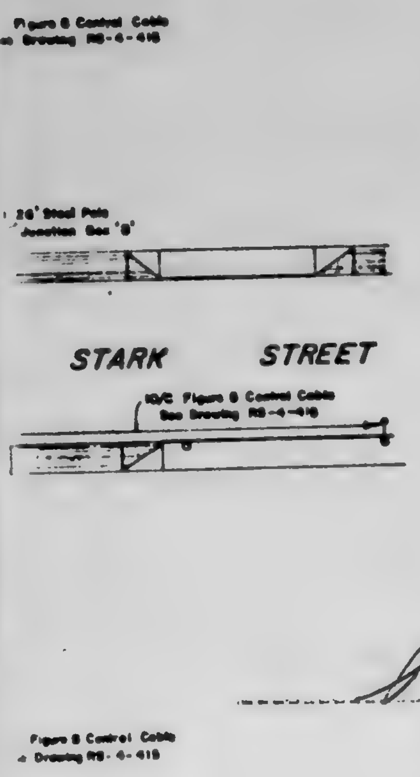
To BUZ SWAN

[✓ Proj. Mgmt.] Traffic Region I Accounting

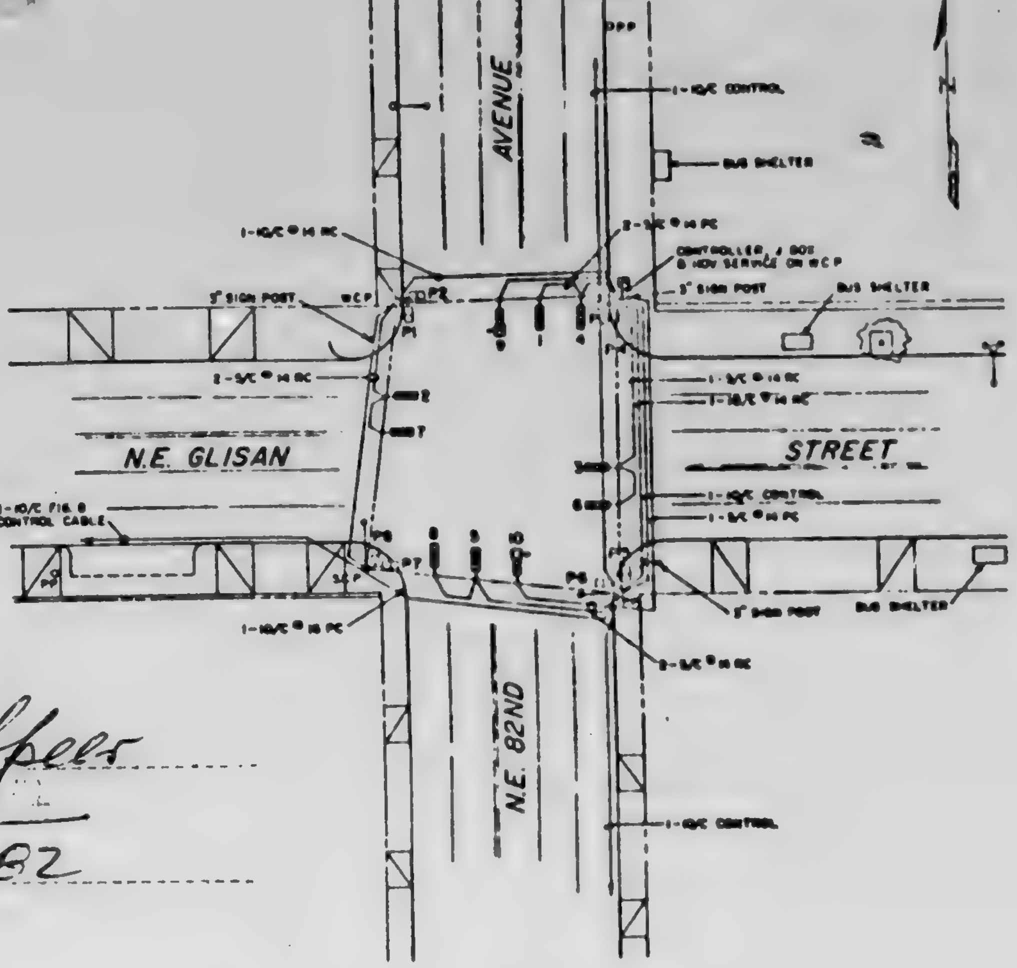
Comment: Here are plans for the subject project, approved by the City of Portland. Metro Staff comments were sent to you yesterday.

Please note and advise the Traffic section.

Jon Rose



SIGNAL REMOVAL PLAN

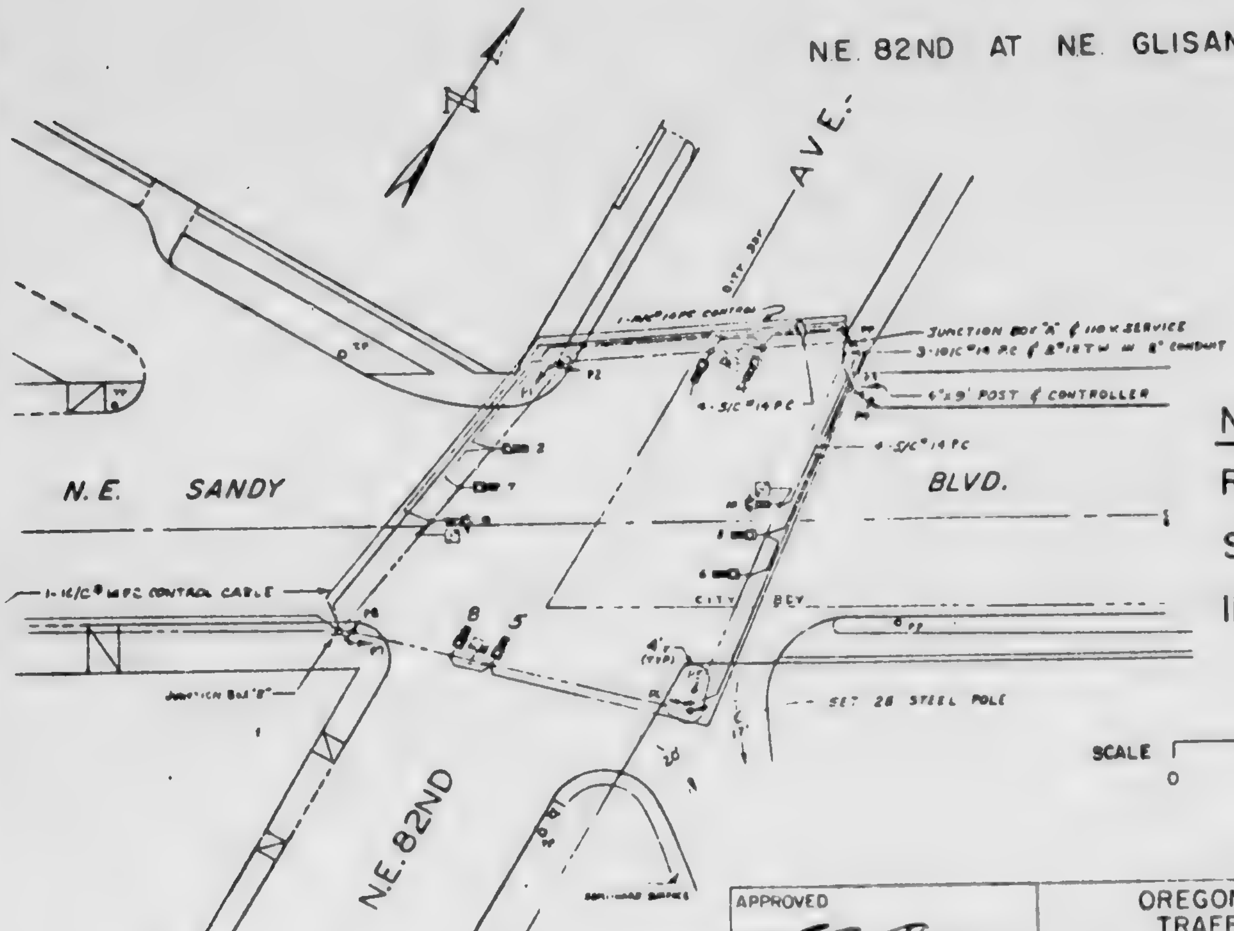


N.E. 82ND AT NE GLISAN ST.

R. C. Speer

1/14/82

DATE



N.E. 82 ND AT N.E. SANDY BLVD.

PRELIMINARY COPY
DEC 30 1981
SUBJECT TO MUTUAL REVIEW

NOTE:

REMOVE ALL EXISTING SIGNAL EQUIPMENT INCLUDING POLES.

SCALE 0 30 60 100

APPROVED
L E George
TRAFFIC ENGINEER
12/14/81
DATE

DESIGNED BY City
CHECKED BY UZ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
N.E. SANDY BLVD. ~ S.E. WASHINGTON ST. (PORTLAND) SEC
CASCADE HIGHWAY NORTH
MULTNOMAH COUNTY

DATE November 1981
ACCOMPANIED BY DWGS 8233 thru 8239

TED DRWG NO 8232

IONS

Section 1138 NE Sandy Blvd - SE Washington St (Portland) Programming Estimate $ 314,000

Highway Cascade Hwy. North Project Length ~

County Multnomah 1-7-12 Completion Time 200 CD

Kind of Work Traffic Signals Est. Comp. Date Oct. 14, '82

Prefix 26-1934 Letting Date Feb. 25, '82 Project No. IX-9713(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 270,510.00

Anticipated Additional Items:

Royalty Payment		$ 6,000.00
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	6,000	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
Adjust Utilities		
______		
______		
______		

Subtotal $ 276,510.00

Contingencies (4-1/2%) 12,442.95

Engineering (~~8~~, [✓ 9], ~~10~~%) 24,885.90

~~Subtotal~~ $

Credit for ______ . . . . . .

Estimated Net Authorization, Construction . . . . . . $ 313,838.85

APPROVED

CC: Earl Mershon
Jon Rose

Road Design Engineer

REC'D.
1-7-82
"TR. SIG. REPLACE"
OK
G

Rev. 11/81

SUMMARY BID SCHEDULE-COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section NE Sandy Blvd. - SE Washington St. (Portland)
County MULTNOMAH
Sheet 1 of 1
Kind of Work Traffic Signal Installation
Length ~
Date 1-4-82
Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	3,000
2	Temporary Signs		Sq. Ft.	410	6	2,460
3	Flagmen		Hour	180	22^{50}	4,050
4	Traffic Signal Installation, Complete		All	All	-	226,000
5	Traffic Control Programs, Complete		All	All	-	35,000

9438

L.

May 14, 1981

City of Portland
1220 S. W. Fifth Avenue
Portland, OR 97204

AGR 4

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7469

Gentlemen:

Attached for your records are two fully executed copies of agreement to improve traffic signals along 82nd Avenue at six intersections.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

7432

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

MA PDM PDE FFM SPC
ODOT-METRO
MAY 01 1981
BMT PAR PPC FILE T/A

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 5 1981
REFERRED TO
FOR
FILE: PM FA LG.

April 29, 1981

Jon Rose, Regional Federal Aid Engineer
Oregon State Department of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed are four copies of agreement for design and reconstruction of traffic signals at six locations along Southeast and Northeast 82nd Avenue as authorized by Ordinance No. 151439.

Will you please have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland officials, and return the original and one copy to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

From Metro JON ROSE
Date 5/1/81
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are 4 copies of the subject 82nd Ave signal agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action.
Jon Rose

1731/

TO: E.J. Valach, Actg.
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
SR 213, 82nd Ave. NE Sandy Blvd.-SE Wash. St.(Portland)Sec.	772	10116	IX-9713(2)	9713	68

Access Control N/A Parking Restrictions N/A System Revision N/A

Airports (within 2 Mi.) N/A ROW N/A

Water Development N/A Recreation & Historical Areas N/A

Multnomah 051 (I-505 Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ________

Dist. 2 Cl. Ho. ..... Exempt ___ XXXX Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

Major/Significant ___ (EIS) Major/Non-significant ___ (Neg.) Non-major ___ (None)

1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '81 TIP/AE on page 40, No. 9

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulation & Statutes.

Est. Proj. Cost:

	TEC NTE	$ ~~10,000~~	12,706
85%	FF	$ 8,500	10,800
9%	STATE	$ 900	1,144
6%	CITY	$ 600	762

For PR-37:
Field Phase $ ________
PS&E Phase $ ________

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Request based on February 25, letter to you from Mr. F.B. Klaboe, Director of Transportation.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-25-81	D.E. SWAN Original Signed By D. E. Swan	OPERATION PROGRAMMING ENGINEER

cc: GARY ZEHNER

a

9438

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9713(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10116

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/18/81	FAU 9713	Primary 68

10. GENERAL LOCATION:

NE Sandy Blvd. - SE Washington Street (Portland)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2/18/81 at a TEC of $12,706

Federal Funds $10,800.

RECEIVED
STATE HWY. [illegible]
[illegible] '81
REFER TO
[illegible]

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/81	G. K. Hassner	for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

7438

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: February 5, 1981

FROM: R. H. Prange
Local Programs Supervisor

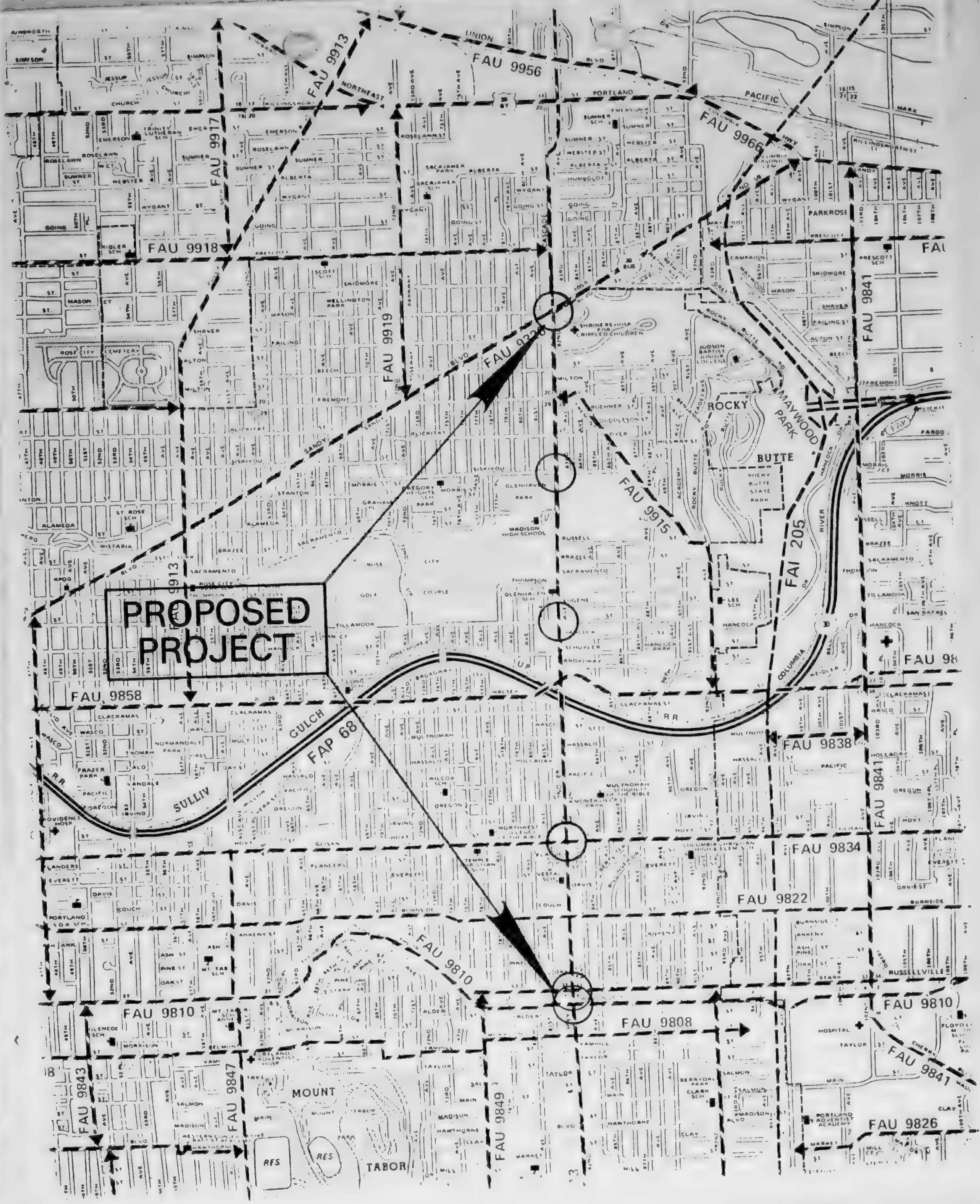
SUBJECT: N.E. Sandy Blvd.-S.E. Washington St.
Signal Replacement Project (Portland)
Cascade Highway North (82nd Avenue)
Interstate Transfer Project

The subject project is a portion of two "Local Option" projects on the Cascade Highway listed in the approved Six-Year Program. The attached project request describes the details of the project.

City of Portland will perform preliminary and construction engineering. The project will replace traffic signal equipment at six intersections at locations indicated on the attached map.

This is a FAU Replacement project, included in the "Traffic Signal Replacement" category, and will be funded with I-505 Interstate Transfer Funds. State will provide 9% and City 6% of the 15% local match.

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:
- L. E. George
- G. Potter
- F. E. Terpin
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- J. Grassman
- Region M:
  - R. N. Bothman
  - T. Spence
  - J. Rose


PROPOSED PROJECT
FAU 9913
FAU 9956
UNION
PORTLAND
PACIFIC
FAU 9966
FAU 9917
FAU 9918
FAU 9919
FAU 9328
FAU 9915
ROCKY BUTTE
MAYWOOD PARK
FAI 205
COLUMBIA RIVER
FAU 9841
FAU 9858
FAP 68
SULLIV GULCH
FAU 9838
FAU 9834
FAU 9822
FAU 9810
FAU 9808
FAU 9843
FAU 9847
FAU 9849
FAU 9826
MOUNT TABOR
RES
SANDY BLVD
ROSE CITY GOLF COURSE
MADISON HIGH SCHOOL
SHRINERS HOSP FOR CRIPPLED CHILDREN
JUDSON BAPTIST JUNIOR COLLEGE
ROCKY BUTTE STATE PARK
PORTLAND ADVENTIST ACADEMY
HOSPITAL

Form E-33 (Rev. 9-71)

80-61

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NE Sandy Blvd. - SE Washington St.

Highway Cascade Hwy. North (82nd Avenue)

County Multnomah County

Date January 30, 1981

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Intersections of 82nd Avenue with:
1) Sandy Blvd. 2) Siskiyou St. 3) Tillamook St.
4) Washington St. 5) Stark St. 6) Washington St.
The overall length of the project is 2.35 miles.

Proposed: At each intersection, replace existing fixed-time three-phase signal with a semi-actuated five-phase signal. Interconnect the signals by overhead cable.

Purpose of survey: City of Portland to perform the signal design. The State is to monitor and complete PS&E.

Estimate of cost: $290,000 (construction)
FUNDING: FAIX (I-505 Transfer)
CATEGORY: 3 (Statewide Categorical Exclusion)

Estimate of Cost

Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	7,600
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	800
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,000
Administrative Services	(922)	50
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

Field Engineer

[illegible]TIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

9432

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: NE Sandy Blvd. - SE Washington St.
Highway: Cascade Hwy. North (82nd Avenue) #68
County: Multnomah County #26

Date: January 30, 1981
Authorization No.: 1
Survey Prefix: 26-1950 (Assigned by Salem office)

Description of termini, route, length, etc.: Intersections of 82nd Avenue with:
1) Sandy Blvd. 2) Siskiyou St. 3) Tillamook St.
4) Washington St. 5) Stark St. 6) Washington St.
The overall length of the project is 2.35 miles.

Proposed: At each intersection, replace existing fixed-time three-phase signal with a semi-actuated five-phase signal. Interconnect the signals by overhead cable.

Purpose of survey: City of Portland to perform the signal design. The State is to monitor and complete PS&E.

"IX-9713 (2)"
2-18-81

Estimate of cost: $290,000 (construction)
FUNDING: FAIX (I-505 Transfer)
CATEGORY: 3 (Statewide Categorical Exclusion)

2-27-81

Modified 2-26-81

		Estimate of Cost
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	7,600
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic 3,506	(911)	~~800~~ 3,5[illegible]
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,000
Administrative Services	(922)	50
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

On 6 year program as "NE Webster - E Burnside" & E Burnside - [illegible]" $12,706 ~~14,200~~

Total estimated cost of survey	10,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 5 1981
LOCATION SECTION

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Frank E. [illegible]
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23704-734

9436

11-17-80

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: NE Sandy Blvd. - SE Washington Street

HIGHWAY NAME: Cascade North (82nd Avenue)

HIGHWAY NUMBER: 68

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	Portland

LENGTH: 2.35 mi.

MILEPOST NUMBER: 0.95 TO 3.30

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing three-phase fixed-time traffic signals with five-phase semi-actuated signals at six intersections on 82nd Avenue.

1. NE Sandy Blvd.
2. NE Siskiyou St.
3. NE Tillamook St.
4. NE Glisan St.
5. SE Stark St.
6. SE Washington St.

Interconnect these signals by overhead cable.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 26,000 to 32,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 12'	Same
SHOULDERS		
MEDIANS	12'	Same
PARKING LANES		
SIDEWALKS	Both sides	Same
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	
RIGHT OF WAY		
TRAFFIC CONTROL	290,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ____________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	300,000	

SUBMITTED BY ______________________________

Project NE SANDY BLVD. - SE WASHINGTON ST., Cascade hwy. North (82nd Ave.)

Agency City of Portland **Date** November 18, 1980

Type of Project Signal Replacement

Funds SOS [✓ FAI-X] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☐	☒	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☐	☒	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☐	☐	☒	☐
Power Consumption	☐	☐	☒	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☐ Construction ☐ N/A ☒

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

September 4, 1980

Jon Rose
Federal Aid Coordinator
ODOT - Metro
5821 NE Glisan Street
Portland, Oregon 97213

Dear Jon:

Project applications and catagory requests for signal replacements on NE and SE 82nd Avenues and for a new traffic signal on NE Columbia Blvd. at 47th Avenue are enclosed for Oregon Department of Transportation processing. I have also enclosed the draft systems reports and project information forms for these projects which were sent to Metropolitan Service District.

Steve Riddell, at 248-4347, can obtain answers to questions you may have regarding this project.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street and Structural Engineering

STR:mm
Enclosures
cc: Mike Bauer
file

9/17/80

MAX
FOR YOUR HANDLING

Jon

MA PDM PDE FFM SPC
ODOT - METRO

SEP 15 1980

BM PAR PPC FILE T/A

Started [illegible] 9-17-[illegible] [illegible]

PROJECT INFORMATION FORM · TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND- VANCOU
METROPOLITAN AR

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS N.A. LENGTH N.A.

DESCRIPTION Replace existing signal equipment at 6 intersections along S.E. and N.E. 82nd Avenue 1) Sandy Blvd., 2) Siskiyou, 3) Tillamook, 4) Glisan, 5) Stark, 6) Washington. The purpose is to improve efficiency and safety of these intersections and bring them into conformity with MUTCD requirements.

PROJECT NAME 1980/81 Signal Replacements (SE/NE 82nd Ave.)

ID No

APPLICANT City of Portland

SCHEDULE

TO ODOT

PE OK'D EIS OK'D N.A.

CAT'Y 3 BID LET

HEARING N.A. COMPL'T

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT TSM ELEMENT

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 80/81	FY 81/82	FY 82/83	FY 83/84	FY 84/85	TOTAL
TOTAL	10	290				300.
FEDERAL	8	247				255.0
STATE	1	26				27.0
LOCAL	1	17				18.0

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 10,000
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	290,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$ 300,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL / UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
FAUS Replacement Funds	85

NON FEDERAL

STATE 9 LOCAL 6

Systems Report for Signal Replacements
(1980/81 SE/NE 82nd Ave.)

Objective: To improve operation and safety of six (6) existing signalized intersections along S.E. and N.E. 82nd Avenue.

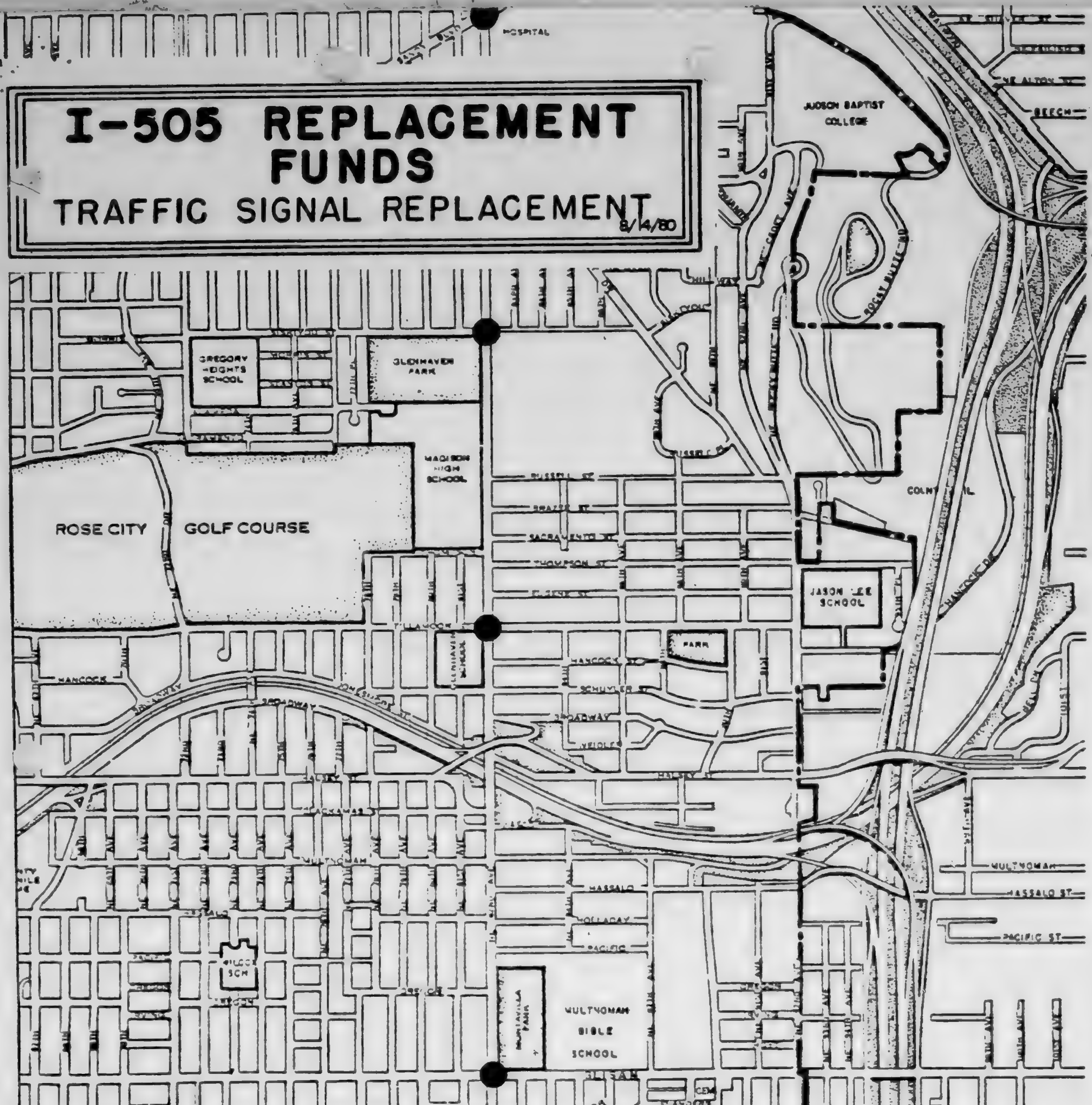
Approach: To remove old signal equipment and replace with new equipment.

Anticipated Results: Elimination of high maintenance traffic signals and better interconnection to the remainder of 82nd Avenue, resulting in improved operation and safety. All intersections will be brought into conformity with MUTCD requirements.

I-505 REPLACEMENT FUNDS

TRAFFIC SIGNAL REPLACEMENT

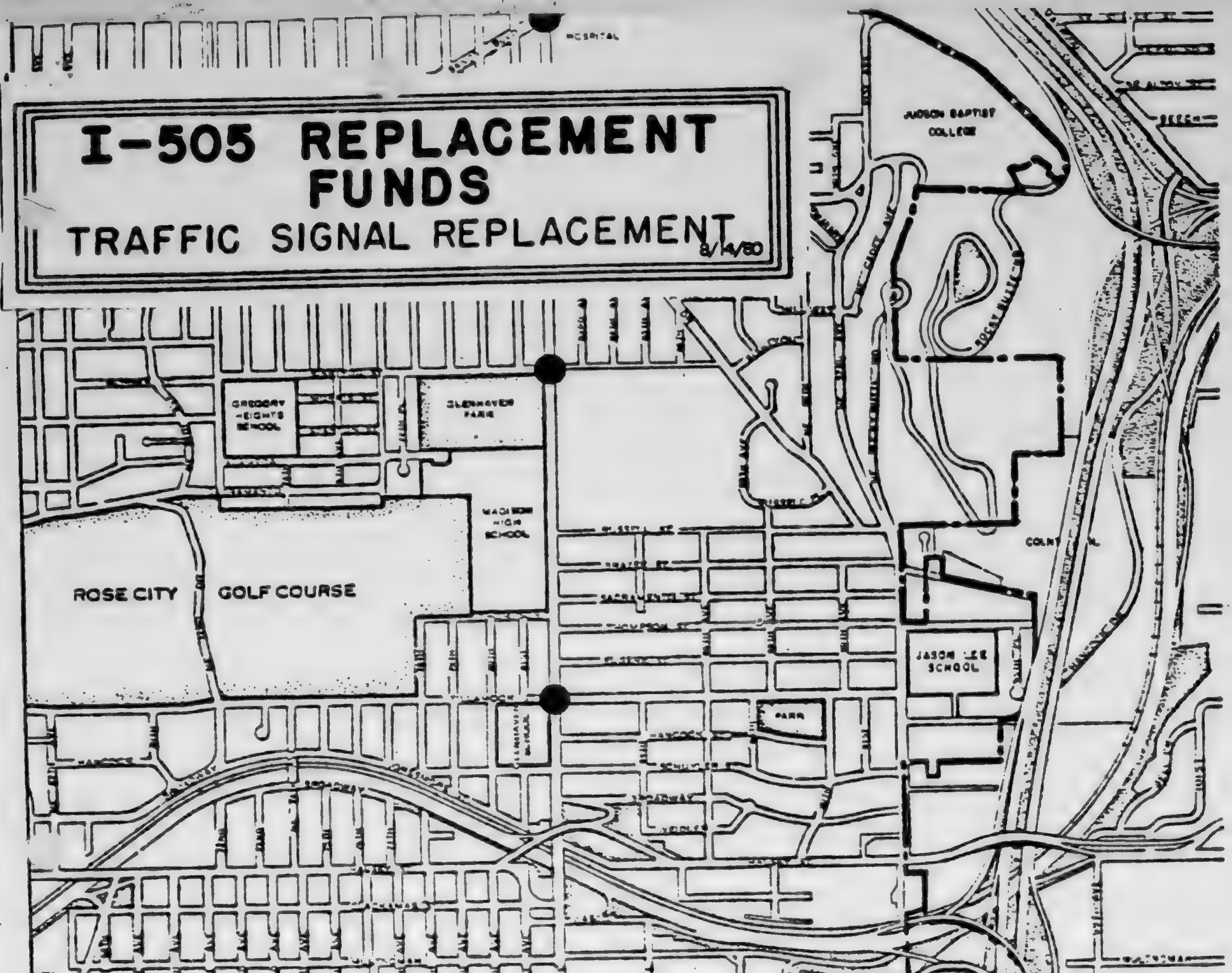
8/14/80



I-505 REPLACEMENT FUNDS

TRAFFIC SIGNAL REPLACEMENT

8/14/80



9451

FEDERAL AID PROJECT REQUEST

Date July 1980

Applicant Agency City of Portland
Request for: Off-System____, FAS-C____, FAUS____ Project (I-505 Replacement Funds)
Federal Aid Route No. 9713 Route Name Cascade Highway - Oregon 213
Project Name 1980/81 Signal Replacements SE/NE 82nd Avenue.
NE. Sandy Blvd. - SE. Washington St., Cascade Hwy. North
Project Location (Attach sketch map)
Project Length N/A
Project Description Replace existing signal equipment at 6 intersections along S.E. and N.E. 82nd Avenue. 1) Sandy Blvd., 2) Siskiyou Street, 3) Tillamook Street, 4) Glisan Street, 5) Stark Street, 6) Washington Street.

Average Daily Traffic 26,000-32,000 vpd Design Speed 35 mph posted speed

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Varies Travel Lanes ____ Shoulders None
Medians None Parking None
Sidewalks Yes
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks No changes proposed in existing roadways

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks All work will be done in existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Fixed time three dial, three phase, span wire suspension

2. **Proposed Signalization:**

Location All locations

Type Semi Actuated
Phases 5
Type of Suspension Span Wire
Interconnected 12/C overhead cable - Honeywell HMP 200 Master.
Remarks

3. **Permanent Signing:**

Include in project or by applicant? N.A.

4. **Permanent Striping:**

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA N.A.

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type

Remarks No changes proposed in existing illumination

V. STRUCTURE DATA N.A.

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N.A.

1. Are there any railroad crossings? Yes No

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering - Jim Wilson ~~Mike Bauer~~
   Office
2. Environmental — " " " "
   Office
3. Public Hearing — " " " "
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State Consultant

2. **Project construction engineering to be performed by:**

Applicant X   State ____   Consultant ____

3. **Will applicant perform any work prior to or after award of contract?**

Yes X   No •

If "yes," describe briefly: Traffic Engineering will provide signal design ~~engineering~~ ~~inspection~~ and construction engineering. *

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	290,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 300,000

* Remarks Revised at request of Steve Riddell in phone conversation with Jon Rose on 11-17-80. E.C.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ____ COUNTY

By Vargas   By ____

By ____   By ____

By ____

(1976)

1982 Florence/Eugene Hwy. @ 9439
M.P. 10.3 Sec. SW of Mapleton.
(Culvert Replacement)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-520

cc: H. S. Coulter
WDFD (Bedell)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 8-1-83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. FH-7-1(7) & F-25(7)
COMPLETION DATE 6-28-82	ACCEPTANCE DATE BY CONTRACT AGENCY 11-8-82	TIME ELAPSED 62 %	CONTRACT TIME 45 calendar days
APPROVED EXTENSIONS None	LOCATION SR 126, 10.3 mi East of Jct. US 101		

*[illegible]

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 22 '83
REFER TO Ken [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FLORENCE - EUGENE HIGHWAY AT MP 10.3
FLORENCE - EUGENE HIGHWAY
Culvert Repair

NOTED
W. E. SCHWARTZ

Work completed for this project consisted of removal and replacement of a damaged section of 48-inch CMP on a prepared foundation, traffic control, and replacement of roadway surface. A contract in the bid amount of $30,612.60 was awarded Hi Lo Roads, Inc., Springfield, Oregon on March 5, 1982. Work began on May 17, 1982 and was completed in reasonably close conformance with the approval plans and specifications, including approval changes and increased authorizations (approved June 15, 1982) on June 28, 1982 at a final estimated cost of $91,441.44 which includes $67,878.68 for bid items, $2,517.00 for PA work, $3,359.02 for adjustments, $2,119.97 for extra work, $866.77 for State force work and $14,700.00 for engineering. The final cost exceeded the original contract amount due to need to replace an 80 foot section of pipe instead of the planned 32 foot section. This increase resulted in the need to construct a detour in order to handle traffic. Bid items 2,7, 9, 10, 11, 12, and 13 were increased and the temporary protection and direction of traffic item was increased at the same percentage rate.

There were no major significant overruns or underrun except as noted above. Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 8-15-83	TITLE Field Operations Engineer	DATE 8-15-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1431

D

March 22, 1983

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

CON 5
#9439

Gentlemen or Ladies:

A post-final payment for $15.50 will be made to Hi Lo Roads, Inc., on Contract No. 9439 for culvert replacement on the Florence-Eugene Highway at M.P. 10.3 in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $75,874.67 including the post-final payment. Of the total, $2,119.97 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hi Lo Roads, Inc.
2100 Hayden Bridge Road
Springfield, OR 97477

Great American Insurance Co.
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
James Gix

9439

L.

November 10, 1982

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

CON 5
#9439

Attention: Malcolm W. Reed

Gentlemen or Ladies:

On November 9, 1982, we wrote to you concerning release of final payment on Contract No. 9439 awarded to Hi Lo Roads, Inc., for culvert replacement on the Florence-Eugene Highway at M.P. 10.3 in Lane County.

Final payment on this contract is $2,723.70 and the total contract amount is $75,859.17 including $2,119.97 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hi Lo Roads, Inc.
2100 Hayden Bridge Road
Springfield, OR 97477

Great American Insurance Company
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
Alfred Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Florence - Eugene Hwy. @ MP 10.3	WEEK ENDING August 14, 1982	SECTION PREFIX 20-1057
HIGHWAY Florence - Eugene	COUNTY Lane	
NAME OF JOB Florence - Eugene Hwy. @ MP. 10.3	KIND OF WORK Culvert Replacement	
CONTRACTOR Hi Lo Roads	CONTRACT NUMBER 9439	FEDERAL AID PROJECT NUMBER FH-7-1(7) & FH-25(7)
DATE OF CONTRACT March 5, 1982	DATE WORK STARTED May 17, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 45	WORK DAYS USED CALENDAR DAYS USED 28
PROJECT AUTHORIZATION: $ 85,781.16	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 62
EXCLUSIVE OF ENGINEERING: $ 78,255.60	ENGINEERING AUTHORIZATION $ 7,525.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,584.00	ENGINEERING COST TO DATE $ 11,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION 100.00 150 %	DATE PROJECT WAS COMPLETED: June 28, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract work complete
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
AUG 16 1982
CONSTRUCTION SECTION
OCS
SCS ✓
SEO
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

08-08-82 SUNDAY	All contract work complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

3rd Notification given (08-14-82).

Final inspection was conducted on 07-20-82

Semi-final submitted 08-14-82

This will be the last report.

SIGNED Greene LOCATION Eugene
D.W.Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1459.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-271		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-25(7) & FH-7-1(7)
MODIFICATION NUMBER 1	August 12, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 10, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,136.00	$ 99,899.00
Federal funds	$ 50,119.00	$ 93,999.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 5, 1982

Federal-Aid Project
No. F-25(7) & FH-7-1(7)

Florence/Eugene Hwy. @ M.P. 10.3 Section
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Roadway (Sta. 492+50)

Subtotal of previous estimate of March 4, 1982 $36,712.00

Previous Estimate

Trench Excavation	514 Cu. Yd.	12.00	$ 6,168.00
Aggregate Base	70 Ton	14.00	980.00
Class "B" or "C" Asph. Conc.	34 Ton	60.00	2,040.00
48-Inch Culvert Pipe	38 Lin. Ft.	65.00	2,470.00
Bedding Material	20 Cu. Yd.	20.00	400.00
			$12,058.00

Revised Estimate

Trench Excavation	1,242 Cu. Yd.	12.00	$14,904.00
Aggregate Base	1,202 Ton	14.00	16,828.00
Class "B" or "C" Asph. Conc.	201 Ton	60.00	12,060.00
48-Inch Culvert Pipe	80 Lin. Ft.	65.00	5,200.00
Bedding Material	185 Cu. Yd.	20.00	3,700.00
Remove Striping (E.W.O. #1)		All Required	2,119.97
			$54,811.97

Increase	$42,753.97
SUBTOTAL	79,465.97
Engineering	11,919.03
TOTAL	$91,385.00

Length of Roadway ------------ 0.00 mi.

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Fed. Funds	State Funds	Appn Code
Preliminary Engineering	88.18	$ 550.00	$ 484.00	$ 66.00	010
Preliminary Engineering	100.00	7,964.00	7,964.00	----	151
Roadway	100.00	42,036.00	42,036.00	----	151
Roadway	88.18	49,349.00	43,515.00	5,834.00	010
TOTAL		$99,899.00	$93,999.00	$ 5,900.00	

Group 1 100%
Contract No. 9439
Prefix: 20-1912
Prefix: 20-1057

9431

STATE COPY

L.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-11 & 4-12	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-10-82	State OREGON
		County LANE
		Project No. F 25(7) & FH-7-1(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Florence/Eugene Highway at M.P. 10.3

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-11-81	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-82	0.00
OTHER *(Specify)*		

FUNDS Pro Rata %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
136.00 (010) $ 50,000.00 (151)	119.00 (010) $ 50,000.00 (151)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon March 4, 1982

FEDERAL AID PROJECT
NO. F-25(7) & FH-7-1(7)

FLORENCE/EUGENE HWY. AT M.P. 10.3 SECTION
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Roadway (Sta. 492+50)

Mobilization			ALL REQUIRED	$ 2,782.60
Temporary Protection & Direction of Traffic			ALL REQUIRED	800.00
Temporary Signs	278	Sq. Ft.	5.00	1,390.00
Temporary Barricades	4	Each	90.00	360.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	600	Lin. Ft.	4.00	2,400.00
Flagmen	200	Hours	25.00	5,000.00
Removal of Structures and Obstructions			ALL REQUIRED	150.00
Ditch Excavation	144	Cu. Yd.	13.00	1,872.00
Trench Excavation	514	Cu. Yd.	12.00	6,168.00
Aggregate Base	70	Ton	14.00	980.00
Class "B" or Class "C" Asphalt Concrete	34	Ton	60.00	2,040.00
48-inch Culvert Pipe	38	Lin. Ft.	65.00	2,470.00
Bedding Material	20	Cu. Yd.	20.00	400.00
Guard Rail, Type 2A	100	Lin. Ft.	12.00	1,200.00
Loose Riprap, Class 50	52	Cu. Yd.	50.00	2,600.00
				$ 30,612.60

Anticipated Items

Permanent Pavement Striping	ALL REQUIRED	$ 800.00
Temporary Pavement Striping	ALL REQUIRED	1,000.00
Roadside Seeding and Mulching	ALL REQUIRED	800.00
Pavement Restoration	ALL REQUIRED	3,500.00
		$ 6,100.00
	SUBTOTAL	$ 36,712.60
	Engineering	5,323.40
	TOTAL	$ 42,036.00

Length of Roadway 0.00 mi.

SUMMARY OF FUNDS

	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	APPN CODE
Preliminary Engineering	88.18	$ 136	$ 119	$ 17	010
Preliminary Engineering	100.00	7,964	7,964	---	151
Roadway	100.00	42,036	42,036	---	151
TOTAL		$50,136	$50,119	$ 17	

Group 1 100%
Contract No. 9439
Prefix: 20-1912
Prefix: 20-1057

1431

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Florence - Eugene Hwy. @ MP. 10.3

WEEK ENDING: August 7, 1982

SECTION PREFIX: 20-1057

HIGHWAY: Florence - Eugene

COUNTY: Lane

NAME OF JOB: Florence - Eugene Hwy. @ MP. 10.3

KIND OF WORK: Culvert Replacement

CONTRACTOR: Hi Lo Roads

CONTRACT NUMBER: 9439

FEDERAL AID PROJECT NUMBER: FH-7-1(7) & FH-25(7)

DATE OF CONTRACT: March 5, 1982

DATE WORK STARTED: May 17, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 45

CALENDAR DAYS USED: 28

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 62

PROJECT AUTHORIZATION: $ 85,781.16

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 78,255.60

ENGINEERING AUTHORIZATION: $ 7,525.56

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,584.00

ENGINEERING COST TO DATE: $ 11,200.00

This Week 100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: XXXXXX UNDERRUN 2.1 %

PERCENT OF AUTHORIZATION: 149 %

DATE PROJECT WAS COMPLETED: June 28, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract work complete.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

08-01-82 SUNDAY	All contract work complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

2nd Notice given
  Required: Scale certification.
Final inspection was conducted on 07-20-82.
Semi-final will be submitted when scale certification is received.

SIGNED D.W.Greene, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9431

1-P

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Florence-Eugene Highway @ MP. 10.3		CONTRACT NO. 9439
HIGHWAY Florence-Eugene	COUNTY Lane	PREFIX 20-1057
CONTRACTOR'S NAME AND ADDRESS Hi Lo Roads 2100 Hayden Bridge Road Springfield, OR 97477		F.A. PROJECT NO. FH-7-1(7) & F-25(7) DATE PREPARED July 2, 1982 9 EXTRA WORK ORDER NO. 1 (Supplemental #1)

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Remove existing striping through construction area and repaint

LOCATION OF WORK (STATION NUMBERS) —

491 - 493

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Remove	5800± ft @ $0.345/ft	=	$2,000.00
Paint	2500± ft @ $0.04/ft	=	100.00
	Total		$2,100.00

SPECIFICATIONS AND OTHER PROVISIONS —

Painted stripe is to be removed to the satisfaction of the Project Manager

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

PROJECT AUTHORIZATION		$ 85,781.16
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER		$ 80,018.86
ESTIMATED ~~OVERRUN~~ UNDERRUN	6.7 %	$ 5,762.30

SUBMITTED BY (~~RESIDENT ENGINEER~~) Project Manager

D.W.Greene

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

DS 7-22-82

APPROVED (CONSTRUCTION) DATE 7/15/82

9431

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5
#9439

DATE: June 3, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Florence-Eugene Highway @ M.P. 10.3
Lane County
Contract No. 9439

This federal-aid project provides for the replacement of the damaged portion of a 48-inch culvert pipe. Due to field conditions that existed prior to the award of the contract, the extent of damage could not be accurately determined. Thirty-eight lineal feet of replacement pipe was estimated in the contract documents, but when the pipe was uncovered, it was determined that an additional thirty lineal feet of replacement pipe was needed.

Replacement of the pipe will require the construction of a detour and substantially more traffic handling.

The added work is eligible for federal participation and sufficient primary funds are available.

It is recommended that the authorization for this project be increased by $43,745.23 to a new total of $85,781.16. This matter will be on the consent calendar for the June 15 meeting.

OBJ:mk 1b

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

Form 734-3123

#151

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 2, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Florence-Eugene Hwy. @ M.P. 10.3
Lane County
Contract No. 9439

This federal-aid project provides for the replacement of the damaged portion of a 48-inch culvert pipe. Due to field conditions that existed prior to the award of the contract, the extent of damage could not be accurately determined. Thirty-eight lin. ft. of replacement pipe was estimated in the contract documents, but when the pipe was uncovered, it was determined that an additional thirty lin. ft. of replacement pipe was needed.

Replacement of the pipe will require the construction of a detour and substantially more traffic handling. The project cost is estimated to increase from $42,035.93 to $85,781.16 which is an increase of $43,745.23, or 104 percent.

Extra work orders have not yet been processed to cover the additional work. It is anticipated that existing bid items and possibly force account payments will be utilized so that approval of the Public Contract Review Board will not be required.

The added work is eligible for federal participation and sufficient primary funds are available.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Alfred Shirley, Jr.
Doug Greene
Robert Church
D. E. Swan

Contains Recycled Materials

9439

2-10-82

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(7) & FHP-7-1(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10184

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/10/82

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
M. P. 10.3 Section of the Florence/Eugene Highway

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 2/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $7,500 Federal Funds $6,604.

(Increase TEC $2,500 Federal Funds $2,204 Appn. Code 010)

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
[illegible]
FOR

14. DATE 2/10/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9439 12-21-81 E.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-25(7) & FH-7-1(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10184

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/29/81

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
M.P. 10.3 Section of the Florence/Eugene Highway

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 12/29/81 I approve the change in method of work from Force Account to Contract Method.

JAN 7 '82
REFER TO
FOR

14. DATE 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

62

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Florence - Eugene Hwy. @ M.P. 10.3 (Drainage Correction)

HIGHWAY NAME: Florence - Eugene

HIGHWAY NUMBER: 62

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY

LENGTH: 0.1
MILEPOST NUMBER: 10.3 TO
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☒ OTHER Forest Highway Funds

METHOD OF CONSTRUCTION: ☐ CONTRACT ☒ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER drainage corr.

PROJECT DESCRIPTION

Proposed project is to correct the failure of a 48" x 120' C.M.P. The proposal is to abandon the existing culvert and replace it with a new culvert.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sulliven
Terpin
Trout
4 Wakerlig

RECEIVED
SEP 15 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 3,800
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): N/A
DESIGN STANDARDS: N/A
TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pepi
Location Engineer
Date 8/21/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream unknown	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	1.0

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

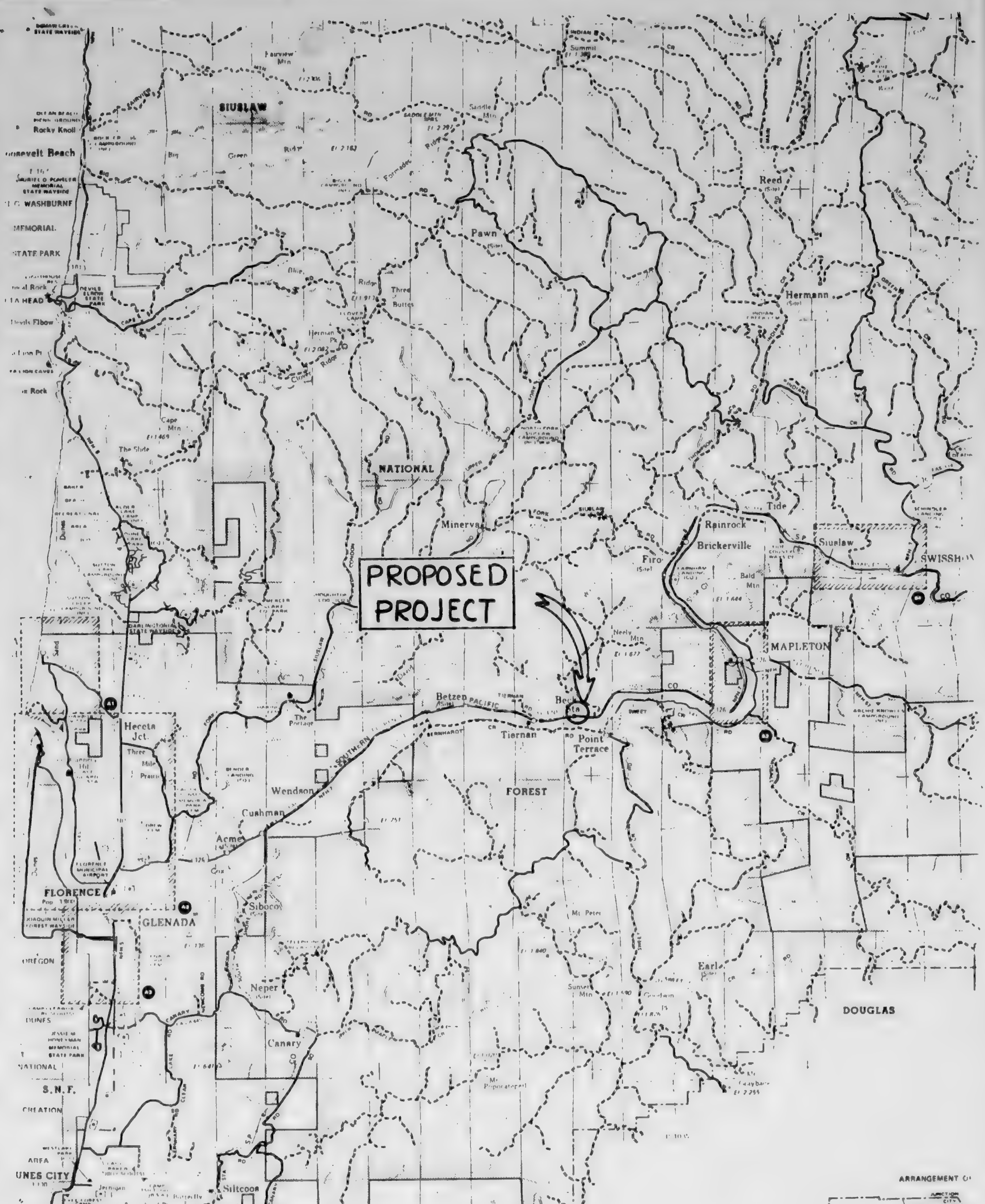
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$5,000	1,800
RIGHT OF WAY		
TRAFFIC CONTROL	8,000	8.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	50,500	50.500
OTHER		
ENGINEERING & CONTINGENCIES	11,500	11,500
PROJECT TOTAL	$75,000	71.800

SUBMITTED BY ______________________


PROPOSED PROJECT
SIUSLAW
NATIONAL
FOREST
Rocky Knoll
Roosevelt Beach
C.G. WASHBURNE
MEMORIAL
STATE PARK
Devils Elbow
Fairview Mtn
Summit
Saddle Mtn
Big
Green
Ridge
Formader Ridge
Pawn
Reed
Hermann
Blue
Ridge
Three Buttes
Herman Pk
Clover Ridge
Cape Mtn
The Slide
Minerva
Tide
Rainrock
Brickerville
Siuslaw
SWISSHOME
Firo
Bald Mtn
Neely Mtn
MAPLETON
Betzen
PACIFIC
SOUTHERN
Tiernan
Beck
Point Terrace
Heceta Jct.
Three Mile Prairie
The Portage
Wendson
Cushman
Acme
FLORENCE
GLENADA
Siboco
Mt Peter
Earl
Sunset Mtn
Goodwin
Neper
Canary
OREGON
DUNES
NATIONAL
S.N.F.
DOUGLAS
Siltcoos
Ada
Arrowhead Pt
SILTCOOS
LAKE
DUNES CITY
ARRANGEMENT OF
HECETA BEACH
FLORENCE
MAPLETON
SWISSHOME
TRIANGLE LAKE
JUNCTION CITY
VENETA

9434

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FH-7-1(7) & F-25(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10184

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/11/81

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
M. P. 10.3 Section of the Florence - Eugene Highway

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering and Minor Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,000 - F.F. $4,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of July 30, 1981 you are authorized under time saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $70,000 Federal Funds $67,640 work code Y007.

PS&E documents, as represented by Oregon SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Inve. | K/D | D/R | Sign | Act | File

orig to O

3/13

14. DATE 8/11/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

UREGON STATE HIGHWAY DIVISIC
PROJECT REQUEST

Date: July 24, 1981

A. IDENTIFICATION:

Proposed Section: Florence - Eugene Hwy. @ M.P. 10.3 (Drainage Correction) Region: 3
Highway: Florence - Eugene St. Hwy. No. 62 M.P. 10.3 to M.P. ____ Length: 0.1
County(s): Lane (Attach Sketch Map)
Recommended Construction Date: ____ Proposed 6 YP ____
Method of Doing Work: Contract XX St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ Forest Highway Funds $50,000

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 79)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	24	2 @ 10'	-	-	-	4,000	B		
Proposed Facility:	same									

D. DEFINE THE PROBLEM: Separation and failure of a 48" x 120' CMP under approximately 18 feet of embankment. Embankment appears to be constructed of large boulders.

E. PROPOSED SOLUTION: Abandon existing culvert and replace it with a new one.

F. REASON FOR REQUEST AT THIS TIME: Corrective action needs to be taken before complete culvert collapse and possible loss of section of highway.

G. COST ESTIMATE

Roadway Work	$ 70,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	N/A
Structures	
Other (Define) ____	
Preliminary Engineering (By Whom) State	5,000
TOTAL	$ 75,000

H. REQUESTED BY: Alfred Shirley Jr
Region Engineer or Section Head

[✓ Approval]/Disapproval ____ 8/13/81
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:
orig. to Swen
FAH
cy Terpin
Shirley
files
1/14

Form 734-1386 (3-78)

9439

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
610 East Fifth Street
Vancouver, Washington 98661

July 22, 19

IN REPLY REFER TO
HDF-17.13
File: 713

G. K. Hossner

Through:
Mr. Dale E. Wilken (HDA-OR
Division Administrator
Federal Highway Administration
Salem, Oregon

Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Salem, Oregon

Dear Mr. Coulter:

Culvert Repair, MP 10.3
Siuslaw Highway, Lane County

On July 9, 1981, the repair of the subject culvert was discussed a
meeting held in the WDFD Office in Vancouver, Washington. In atten ce
were Jim Hall, Ray Westby, and Clyde Leighty of WDFD; Phil Hirl o he
U.S. Forest Service; and Frank Terpin and Don Keyes of your office.

The cause and nature of the pipe failure were discussed and alte te
methods of financing and accomplishing the repair were explored. I as
agreed that: (1) Forest Highway funds, up to a maximum of $50,000 ld
be used for the repair with any additional funding being provided b he
State of Oregon; (2) that obligation authority for the FH funding ld
be provided by the State of Oregon from their Federal-aid oblig on
limitation; and (3) the repair project would be accomplished by he
State of Oregon. The purpose of this letter is to document the ve
decisions and to advise you that $50,000 in apportioned FH fund re
available for this work. Project programming and authorization s ld
be accomplished through the FHWA Oregon Division Office in accor ce
with regular Federal-aid procedures.

Dwight A. Hodgens Jr
For James N. Hall

cc: Dale Wilken, FHWA, Oregon Division, Salem
Phil Hirl, USFS, Portland
Frank Terpin, ODOT, Salem
Program Coordination Branch

RECE D
STATE H NGR
JUL 2 1
REFE D
FC
Info | Inves | R/D | Act | File

orig to

9439

L.

STATE OF OREGON
LOCATION UNIT - HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 6

TO: FILES

DATE: July 20, 1981

FROM: Donald E. Keyes
Federal Aid Liaison Engineer

SUBJECT: Proposed Forest Highway Project
Pipe Failure West of Mapleton
Siuslaw Highway, Lane County

NOTED
E. S. HUNTER

On July 9, 1981 the following persons attended a meeting in the office of the Western Direct Federal Division, Vancouver, Washington to discuss the above subject.

The Federal Highway Administration personnel:

James N. Hall
Dwight A. Hodgens, Jr.
A. R. Westby
Clyde H. Leighty
Ray L. Schadt
Donald R. Olson

RECEIVED
TECHNICAL SERVICES
JUL 20 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The U.S. Forest Service representative:

Phil Hirl

The Oregon State Highway representatives:

Frank E. Terpin
Donald E. Keyes

The failure of the 48-inch pipe at milepoint 10.3 and at station 492+50 on the plans of Oregon Forest Highway Project 7-1(4) was discussed. Mr. Hall thought that the failure was not because of the method of construction nor the fault of the project engineer. It was agreed that where the pipe failed was a problem area which was recognized before construction and that the best method of construction was used and the pipe still failed. Mr. Hall stated that he would approve of providing $50,000 from the Forest Highway funds with the State Highway providing the additional funds. The engineers' estimate is $70,000. Mr. Hall went on to say that they did not want to contract the work, that it would be up to the State Highway to get the work done. Mr. Hirl agreed to this handling of the matter and the use of Forest Highway funds.

The Forest Highway obligational authority is over extended at this time so that if the project is accomplished by contract and not maintenance forces, the State Highway Division will have to provide the obligational authority.

DEK:ge

cc H. S. Coulter
E. S. Hunter
A. Shirley, Jr.
F. E. Terpin
D. H. Moehring

Contains
Recycled
Materials
81-125-1387

9439

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

May 22, 1981

In Reply Refer to
File No.:

MAY 26 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. James N. Hall
Division Administrator
Western Direct Federal Division
619 East Fifth Street
Vancouver, WA 98661

Dear Mr. Hall:

Oregon FH Project 7-1(4)
Siuslaw Highway
Lane County

A pipe failure has occurred within the limits of the above Forest Highway project. The location of the 48-inch pipe is at milepoint 10.3 which is shown as Station 492+50 on the construction plans.

The failure is in the northerly travel lane extending approximately 150 feet parallel to the centerline in a fill of approximately 18 feet. This problem has resulted in continual maintenance for some time and the condition is worsening. It has been suggested that the existing pipe be abandoned and a new pipe installed. The cost of replacement is estimated at $70,000.

It appears that the method of construction may be the cause of this problem. The fill appears as if it was constructed of large boulders and the foundation was not stable allowing the boulder to shift and settle causing the failure. For this reason, we feel that the replacement of the pipe should be funded under the forest highway program.

We request that you contact the Forest Service in regards to placing this project in the Forest Highway program. The pipe should be repaired or replaced this summer.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET:DEK:ge
cc H. S. Coulter
E. S. Hunter
Phil Hirl, U.S. Forest Service
A. Shirley
D. Keyes

Form 734-3122

-1437

62

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 8, 1981

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

Alfred Shirley, Jr.

SUBJECT:

RECEIVED
MAY 1 1981
ROAD DESIGN SECTION
Do Not File / Return To / Bring Up / Action
Versteeg / Anderson / Olson / Sullivan / Terp / [illegible] / [illegible]

A pipe failure has occurred on the Saunders Cr.-Mapleton Section of the Florence-Eugene Highway at M.P. 10.3 and it is necessary to either repair or abandon and replace this 48" culvert.

This section of highway was completed several years ago and was constructed under the supervision of the Federal Highway Administration as a forest highway project.

Attached you will find a copy of a report from Don Cruzan, Assistant District Engineer, on this pipe failure.

It is recommended that we abandon the existing pipe and replace it with a new one and that the project be funded under the national forest highway program. The estimate to do this work is greater than $50,000 and, therefore, should be done under a contract.

as/cw
Attach.

cc D. H. Moehring
F. E. Terpin
Larry Asburry

Hal- Final Design has the info on this DLT

cc Moehring
Early contract. Forest Hwy Money
L

5-13-81
Gentry
[illegible]

RECEIVED
STATE HWY ENGR
MAY 1 1981
REFER TO Hunter

RECEIVED
[illegible]
MAY 1 1981
REFER TO
FOR

Contains Recycled Materials
SP*75683-125

STATE OF OREGON
HIGHWAY DIVISION - DISTRICT 5

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Regional Engineer

DATE: April 3, 1981

FROM: D. R. Cruzan
Asst. District Engineer

SUBJECT: Pipe Failure M.P. 10.3
Florence-Eugene Highway
Lane County

Attached please find information including photographs, cost estimate and sketch of the subject pipe failure.

Section of failure is within the Siuslaw National Forest and constructed under contract Oregon F. H. Project 7-(4).

Failure is located in a deep fill and not within the capabilities of maintenance forces to repair. The failure is approximately 30 to 36 feet from the outlet at a joint (see photos). Subsequent settlement of the surrounding fill area has resulted with continual maintenance activities.

The problem has been previously discussed about the possibility of obtaining the funds to perform the needed repairs.

We have explored the possibility of abandoning the existing pipe which may prove to be the most economical method to pursue.

DRC:rh

Attachment

ROSEBURG REGION
RECEIVED
APR - 3 1981

[illegible]	[illegible]	[illegible]	ROE	TE
[illegible]	DES	ESR	RPR	RLE
	FAS	RBI	AA	

Form E-106—10M—H-64
SP*6370-734

Job No. ....

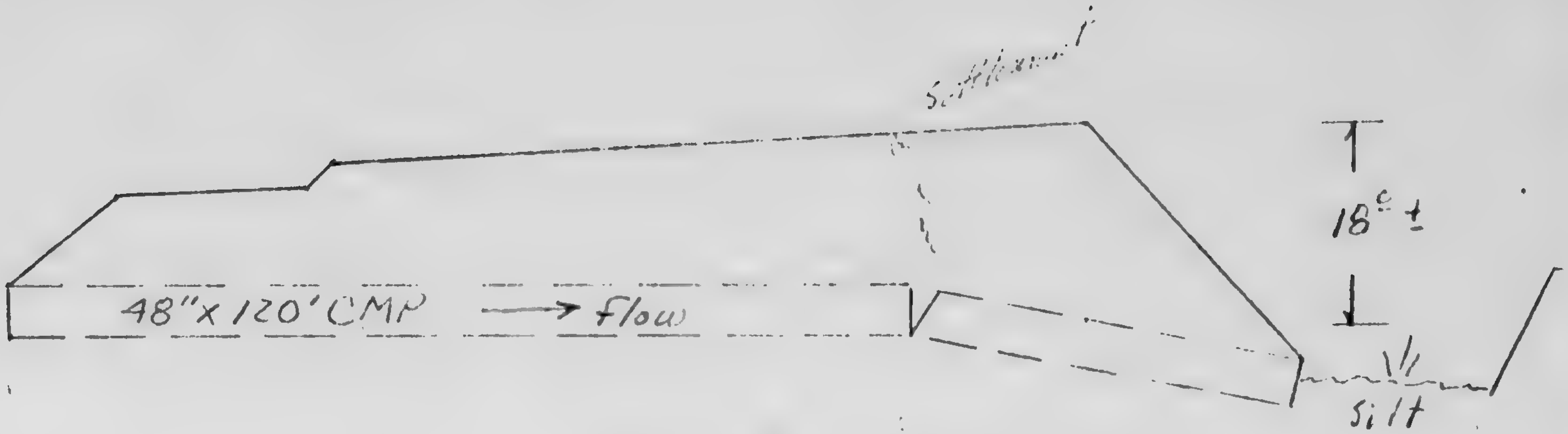
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Florence-Eugene Highway M.P. 10.3

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Failure at 48" CMP at M.P. 10.3 Hwy. 62.



Pipe failure at approx.
32 to 36 feet from
outlet.

Looking east

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

Hwy. 62 - Pipe Repair MP 10.3 Florence-Eugene Highway

[illegible]

Cost Estimate

Approximate

No	Item	Qty	Unit	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All	1000.00	1000.00
2	Temporary Signs	76	Sq. Ft.	6.50	494.00
3	Temporary Guard Rail	100	Lin. Ft.	10.00	1000.00
4	Temporary Plastic Safety Markers	20	Each	70.00	1400.00
5	Flagmen	200	Hour	20.00	4000.00
6.	Trench Excavation	2000	Cu. Yd.	8.00	16,000.00
7.	Class "B" Bedding Material	100	Cu. Yd.	15.00	1500.00
8.	Corrugated Metal Pipe 48 inch Type "D" Coated w/inlet sloped end pipe	120	Lin. Ft.	85.00	10,2[illegible]
9.	Aggregate Base Material 1"-0	560	Ton	7.50	4200.00
10.	Class "B" or "C" Asphaltic Concrete Complete [illegible]	700	Ton	25.00	17,500.00

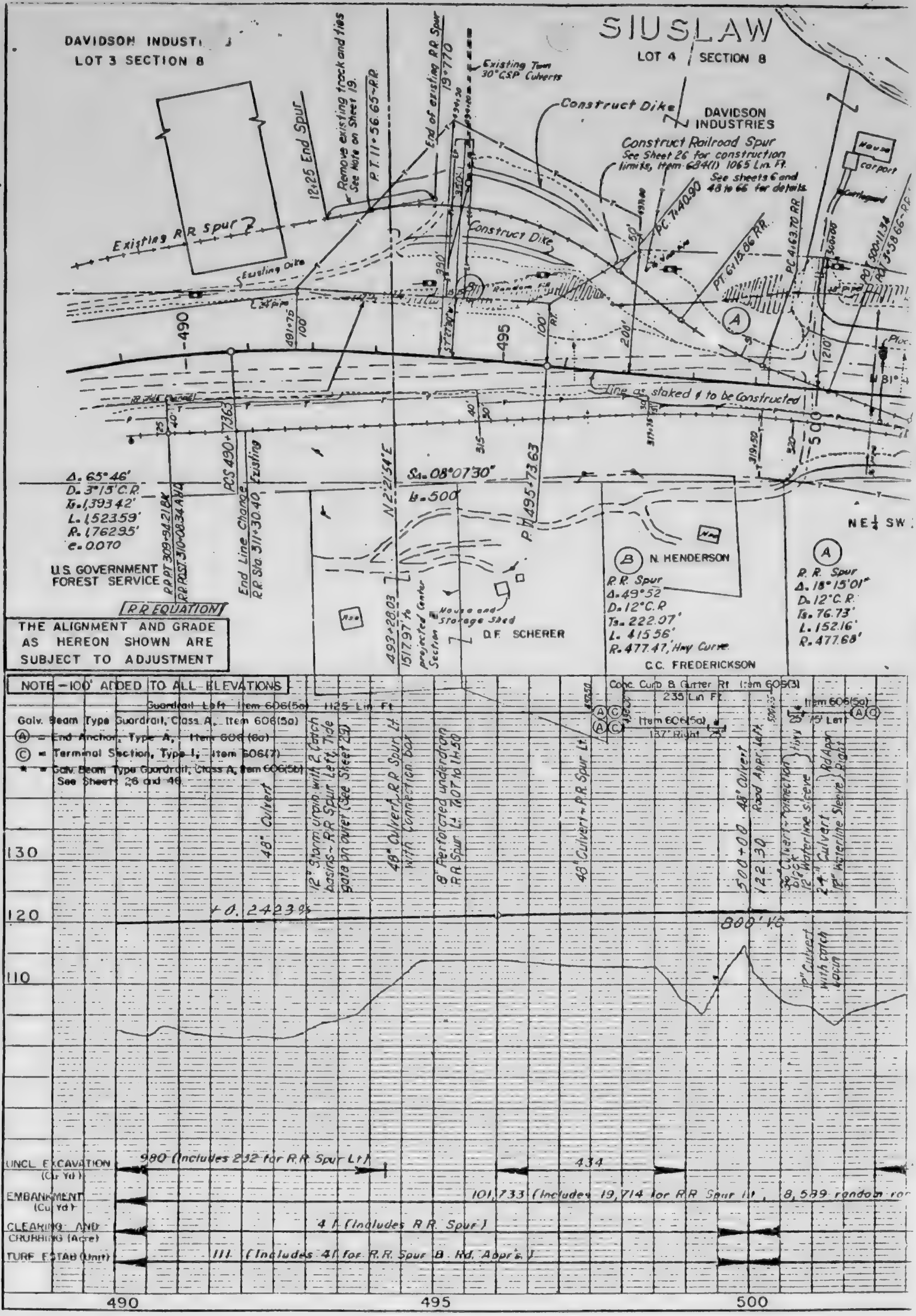
Form 81-784-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

Cost Estimate (cont.)

		Total
Sub-total	=	$57,294^{00}$
Engineering & Contingencies 20%	=	$11,459^{00}$
Estimate Total	=	$68,753^{00}$



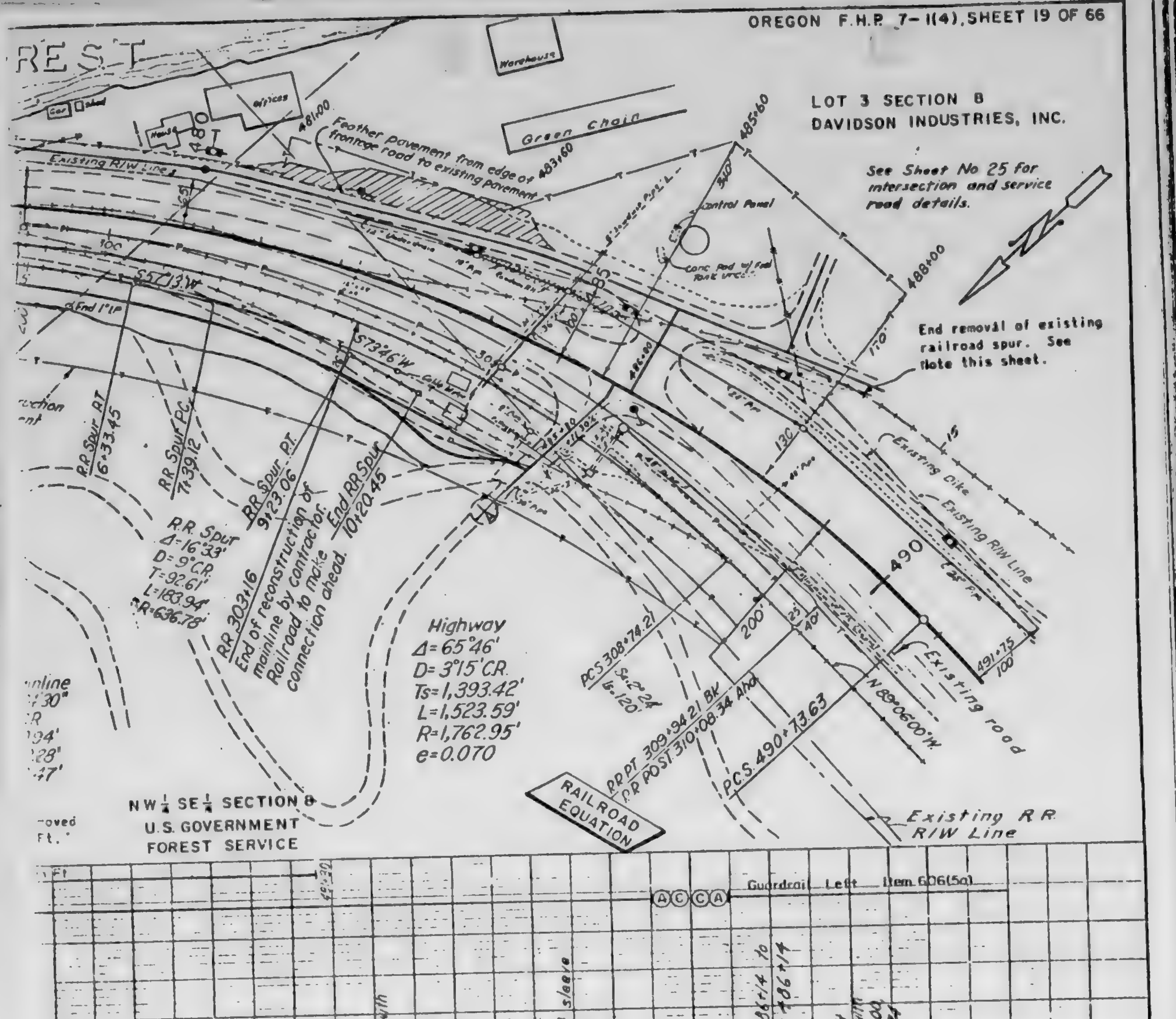
DAVIDSON INDUSTI 3
LOT 3 SECTION 8
SIUSLAW
LOT 4 / SECTION 8
DAVIDSON INDUSTRIES
Existing R.R. Spur
Existing Dike
12+25 End Spur
Remove existing track and ties See Note on Sheet 19.
P.T. 11+56.65~RR
End of existing RR Spur 19+770
Existing Twin 30" CSP Culverts
Construct Dike
Construct Dike
Construct Railroad Spur
See Sheet 26 for construction limits, Item 684(1) 1065 Lin. Ft.
See sheets 6 and 48 to 66 for details
PC 7+40.90
PT 6+15.86 RR
PC 4+63.70 RR
POT 500+11.34
POT 3+58.66~RR
House
carport
Cattleguard
Random fill
390'
350'
50'
100'
200'
100' Rt.
1210'
491+75 100
490
495
500
Line as staked ℄ to be Constructed
315
317+75
319+50
320
PCS 490+73.63
End Line Change
R.R. Sta. 311+30.40 Existing
R.R. PT 309+94.21 BK
R.R. POST 310+08.34 AHD
N2°21'54"E
S4 08°07'30"E
L=500'
PT 495+73.63
493+28.03
1517.97' to projected Center Section
Δ 65°46'
D 3°15' C.R.
T 1,393.42'
L 1,523.59'
R 1,762.95'
e 0.070
U.S. GOVERNMENT FOREST SERVICE
R.R. EQUATION
House and Storage Shed
D.F. SCHERER
Ⓑ N. HENDERSON
R.R. Spur
Δ 49°52'
D 12° C.R.
Ts 222.07'
L 415.56'
R 477.47', Hwy Curve
C.C. FREDERICKSON
Ⓐ
R.R. Spur
Δ 18°15'01"
D 12° C.R.
Ts 76.73'
L 152.16'
R 477.68'
NE¼ SW
81°
Conc. Curb & Gutter Rt. Item 605(3) 235 Lin. Ft.
Guardrail Left Item 606(5a) 1125 Lin. Ft.
Item 606(5a) 137' Right 25'
Item 606(5a) 25' 15' Left
Ⓐ Ⓒ
48" Culvert
12" Storm drain with 2 Catch basins ~ R.R. Spur Left, Tide gate on outlet (See Sheet 29)
48" Culvert R.R. Spur Lt. with connection box
8" Perforated underdrain R.R. Spur Lt. 1+07 to 1+50
48" Culvert ~ R.R. Spur Lt.
500+00 48" Culvert
122.30 Road Appr. Left
30" Culvert ~ Connection block 12" Waterline Sleeve Hwy
24" Culvert 12" Waterline Sleeve Rd. Appr. Right
12" Culvert with catch basin
+0.2423%
800' VC
130
120
110
UNCL. EXCAVATION (Cu. Yd.)
980 (Includes 232 for R.R. Spur Lt.)
434
EMBANKMENT (Cu. Yd.)
101,733 (Includes 19,714 for R.R. Spur Lt., 8,589 random ro
CLEARING AND GRUBBING (Acre)
4.1 (Includes R.R. Spur)
TURF ESTAB (Unit)
111 (Includes 41 for R.R. Spur & Rd. Appr's.)
490
495
500

THE ALIGNMENT AND GRADE AS HEREON SHOWN ARE SUBJECT TO ADJUSTMENT

NOTE — 100' ADDED TO ALL ELEVATIONS

Galv. Beam Type Guardrail, Class A, Item 606(5a)
Ⓐ = End Anchor, Type A, Item 606(6a)
Ⓒ = Terminal Section, Type I, Item 606(7)
* = Galv. Beam Type Guardrail, Class A, Item 606(5b) See Sheets 26 and 46.

OREGON F.H.P. 7-1(4), SHEET 19 OF 66


LOT 3 SECTION 8
DAVIDSON INDUSTRIES, INC.
See Sheet No 25 for intersection and service road details.
REST
Car
Shed
House
Offices
Warehouse
Green Chain
481+00
483+60
485+60
488+00
Feather pavement from edge of frontage road to existing pavement
Existing R/W Line
Control Panel
Conc Pad w/ Fuel Tank Ursch
End removal of existing railroad spur. See Note this sheet.
Existing Dike
Existing R/W Line
S57°13'W
S73°46'W
End 1" IP
R.R. Spur P.T. 6+33.45
R.R. Spur P.C. 7+39.12
R.R. Spur P.T. 9+23.06
End RR Spur 10+20.45
R.R. Spur
Δ=16°33'
D=9°CR.
T=92.61'
L=183.94'
R=636.78'
RR 303+16
End of reconstruction of mainline by contractor. Railroad to make connection ahead.
Highway
Δ=65°46'
D=3°15'CR.
Ts=1,393.42'
L=1,523.59'
R=1,762.95'
e=0.070
P.C.S. 308+74.21
RR PT 309+94.21 Bk
R.R. POST 310+08.34 Ahd
P.C.S. 490+73.63
N 89°06'00"W
491+75
100
490
200
130
110
100
Existing road
Existing R.R. R/W Line
RAILROAD EQUATION
NW¼ SE¼ SECTION 8
U.S. GOVERNMENT
FOREST SERVICE
Guardrail Left Item 606(5a)
Ⓐ Ⓒ Ⓒ Ⓐ
12" Culvert with Catch Basin
12" Underdrain Left 481+90 to 483+50 with Catch Basin at 483+50
18" Stormdrain Left 483+50 to 484+70
36" Culvert - Sawdust sleeve with 2 Catch Basins
48" Culvert, Right 486+14 to 488+28. Manhole at 486+14
24" Stormdrain Left 483+70 to 491+74 with Catch Basin at 488+00 and Tide Gate at 491+74
+0.2423%
130
120
110
92
30,434 (Includes 3,755 for mill roads left and 267 for random fill left)
30
82
480
485
490
REVISED 3-27-73
Revised 1-74

1982 Santiam and Oak Grove 9440
Safety Rest Areas on Pac. Hwy.
S. of Albany. (Building Alterations)

STATE COPY

US Department of Transportation
Federal Highway Administration

sc

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Marion & Linn	DIVISION Oregon
DATE OF REPORT 7/26/84	REPORT MADE BY W. Kappus, Area Engineer		PROJECT NO. IR-5-4(90)206
COMPLETION DATE (Actual) 8/14/82	ACCEPTANCE DATE BY CONRTACT AGENCY 2/2/83	TIME ELAPSED 112 %	CONTRACT TIME 120 CD

LOCATION The Santiam & Oak Grove Safety Rest Areas Located on I-5 in the Willamette Valley

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SANTIAM & OAK GROVE SAFETY REST AREA
PACIFIC HIGHWAY (I-5)
Building Alterations

This project provided for modifications to buildings, drinking fountains, sidewalks and other items to facilitate the handicapped user.

16 days of licidated damages were assessed due to contract time overrun. The final project cost overran the original authorization by approximately 12%. Overruns resulted from increased need for top soil and aggregate base materials. Most of this overrun involved numorous sewer changes that were unanticipated but needed. No contract claims are anticipated.

NOTED
W. E. SCHWARTZ

10/4

RECEIVED
STATE HWY ENGR
OCT 2 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	O.K	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/28/84	TITLE Field Operations Engineer	DATE 10/1/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9440

April 1, 1983

CON 5
#9440

Case & Dusterhoff
Attorneys at Law
1001 S. W. Fifth Avenue
Portland, OR 97204

Attention: William H. Kwitman

Gentlemen:

This will acknowledge your letter of March 30 with attached Indemnity and Hold Harmless Agreement and a letter from Contractor's Bonding and Insurance Company requesting that all contract proceeds be released to the surety in care of you, as attorney.

This is in connection with Contract No. 9440 awarded to Serenity Builders, Inc., for work in the Santiam and Oak Grove Safety Rest Areas in Marion and Linn Counties.

Our Chief Counsel Jack Sollis has approved this documentation and all remaining contract proceeds will be released to Contractor's Bonding and Insurance Company in care of Case and Dusterhoff, Attorneys at Law, 1001 S. W. 5th, 1602 Orbanco Building, Portland, OR 97204.

We are advising Jan Peterson in our Contract Accounting Section of this action so that release of the funds can be made.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
P.O. Box 12053
Portland, OR 97212
Attn: Terrie Rehm

bc Jack Sollis
C. T. Keasey
Jan Peterson
Robert Church
C. O. Fredrickson

CASE & DUSTERHOFF
ATTORNEYS AT LAW
1602 ORBANCO BUILDING
1001 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204

JAMES D. CASE
R. BRUCE DUSTERHOFF
WILLIAM H KWITMAN
G. ROBERT WARRINGTON

TELEPHONE (503) 295-2802

March 30, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Contractors Bonding and Insurance Company
Bond No. : 010245
Principal : Serenity Builders, Inc.
Obligee : State of Oregon, Department of Transportation
Your Ref. : Con 9440
Our File : 3480-30

Dear Mr. Gormsen:

We are in receipt of your letter of March 28, 1983. Upon receipt of said letter, we had an opportunity to discuss this matter further with Jack Sollis of the Chief Counsel's office. He has instructed us to advise you that upon receipt of an executed indemnity and hold harmless agreement, along with written approval from Contractors Bonding and Insurance Company, you may release the money demanded in our letter of March 17, 1983 to Jan Peterson. We have therefore included the above referenced documents.

Regarding the claims, we are in the process of obtaining additional documentation from the claimants and will advise when payments are made. If you have any further questions regarding this matter, please do not hesitate to contact the undersigned.

Sincerely yours,

CASE & DUSTERHOFF

William H Kwitman

WHK:cad
Enclosures

3/31/83
ok'd by Sollis

RECEIVED
MAR 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INDEMNITY AND HOLD HARMLESS AGREEMENT

Santiam and Oak Grove Safety Rest Areas on the Pacific Highway in Marion and Linn Counties, contract number 9440, CBIC bond number 010245, were completed on December 2, 1982, and accepted by the State Highway Division on February 2, 1983.

Contractors Bonding & Insurance Company, by and through one of its attorneys, William H Kwitman, herewith agrees to defend and hold harmless the State of Oregon, Department of Transportation, from any claims as a result of its disbursement of retainages in the approximate sum of $996.70 to Contractors Bonding & Insurance Company.

DATED this 29th day of March, 1983.

CONTRACTORS BONDING &
INSURANCE COMPANY

By: ______________________
William H Kwitman, Of its Attorneys

3/31/83
obd by Sollis

RECEIVED
MAR 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACTORS BONDING & INSURANCE CO.

MARCH 29, 1983

MR. ROBERT W. GORMSEN, COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

RE: CONTRACT NO. 9440
CBIC BOND NO. 010245
PRINCIPAL: SERENITY BUILDERS, INC.
PROJECT: SANTIAM AND OAK GROVE SAFETY REST AREAS
SUBJECT: RELEASE OF FINAL RETAINAGE

DEAR MR. GORMSEN,

PLEASE BE ADVISED THAT ALL REMAINING CONTRACT PROCEEDS INCLUDING RETAINAGE SHOULD BE RELEASED TO CONTRACTOR'S BONDING AND INSURANCE COMPANY IN CARE OF:

CASE AND DUSTERHOFF, ATTORNEYS AT LAW
1001 S.W. 5TH
1602 ORBANCO BUILDING
PORTLAND, OREGON 97204

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE UNDERSIGNED.

SINCERELY,

TERRIE REHM
DIRECTOR, CONTRACTOR'S BONDING AND INSURANCE COMPANY

RECEIVED
MAR 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: MR. BILL KWITMAN
CASE AND DUSTERHOFF, ATTORNEYS AT LAW

CONTRACTORS BONDING & INSURANCE CO.

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SINCERELY,

TERRIE REHM
DIRECTOR, CONTRACTOR'S BONDING AND INSURANCE COMPANY

RECEIVED
MAR 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: MR. BILL KWITMAN
CASE AND DUSTERHOFF, ATTORNEYS AT LAW

901 S.E. Oak St. Suite 207 ■ P.O. Box 12053 ■ Portland, Oregon 97212 ■ Wats (800) 452-8505, (503) 232-4000

9440

March 28, 1983

CON 9440

Case & Dusterhoff
Attorneys at Law
1602 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

Attention: William H. Kwitman

Gentlemen:

We have received your letter of March 17, 1983, with attachments addressed to Jan Peterson concerning your request for all sums due and owing Serentiy Builders, Inc. be made payable to Contractor's Bonding and Insurance Company, surety, in care of your office, on Contract No. 9440 for work in the Santiam and Oak Grove Safety Rest Areas.

Our Chief Counsel advises that the contractor must complete the attached Assignment of Claim form. The surety must also provide written approval.

When the completed form is returned, we will make payments to the surety in care of your office. This is the only basis on which payment can be redirected.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

P.S. Please return form to 121 Transportation Building, Salem, Oregon 97310.

fkn:a

cc Serenity Builders, Inc.
4917 Cone Ave.
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
P.O. Box 12053
Portland, OR 97212

bc Jack Sollis
Jan Peterson

CASE & DUSTERHOFF
ATTORNEYS AT LAW
1602 ORBANCO BUILDING
1001 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204

JAMES D. CASE
R. BRUCE DUSTERHOFF
WILLIAM H KWITMAN
G. ROBERT WARRINGTON

TELEPHONE (503) 295-2802

March 17, 1983

Ms. Jan Peterson
Department of Transportation
435 Transportation Building
Salem, OR 97310

RE: Contractors Bonding and Insurance Company
Bond No. : 010245
Principal : Serenity Builders, Inc.
Obligee : State of Oregon, Department of Transportation
Project Contract No. : 9440
Our File : 3480-30

Dear Ms. Peterson:

This letter will confirm our telephone conversation of March 16, 1983, in which we advised you that this office represents the interests of Contractors Bonding and Insurance Company (CBIC) in regard to the above referenced bond and the claims received against it from W. H. Cress Company, Luell's Ceramic, and Salem Road and Driveway Company. Pursuant to the terms of the General Indemnity Agreement signed by Serenity Builders, Inc., a true copy of which is enclosed herein for your reference, we hereby request that you tender to CBIC all sums now due and owing to Serenity Builders, Inc. As authority for this, we direct your attention to paragraph 3. regarding default and paragraph 6.A.3. regarding assignment.

The check should be made payable to Contractors Bonding and Insurance Company and sent in care of this office. We will then review the claims and make disbursement and advise you when the claims have been paid. If you have any further questions regarding this matter, please do not hesitate to contact the undersigned.

Sincerely yours,

CASE & DUSTERHOFF

William H Kwitman

WHK:cad
Enclosure

RECEIVED
MAR
SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 18 1983
HIGHWAY ACCOUNTING

NOTED
F. R. GRIFFIN

NOTARIAL ACKNOWLEDGEMENT

STATE OF OREGON
COUNTY OF LANE
ss.:

On this 8 day of FEBRUARY, 1982, before me personally came SAMUEL R. PALMER, to me known and known to me to be the person described in and who executed the foregoing instrument, and he thereupon duly acknowledged to me that he executed the same.

Notary Public
Commission Expires 6-9-85

Individual Acknowledgement

STATE OF OREGON
COUNTY OF LANE
ss.:

On this 8th day of FEBRUARY, 1982, before me personally came SHERRE E PALMER, to me known and known to me to be the person described in and who executed the foregoing instrument, and he thereupon duly acknowledged to me that he executed the same.

Notary Public
Commission Expires 6-9-85

Individual Acknowledgement

STATE OF OREGON
COUNTY OF LANE
ss.:

On this 8th day of FEBRUARY, 1982, before me personally appeared SAMUEL R. PALMER, to me known, who being by me duly sworn, did depose and say: that he resided in the City of [illegible], Or. that he is the PRESIDENT of [illegible], Inc. the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Notary Public
Commission Expires 6-9-85

Corporate Acknowledgement

STATE OF ________
COUNTY OF ________
ss.:

On this ______ day of ______, 19____, before me personally appeared ________, to me known and known to me to be one of the firm of ________, described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed the same as and for the act and deed of said firm.

Firm Acknowledgement

came MICHAEL R. PALMER , to me known and known to me to be the person described in and who executed the foregoing instrument, and he thereupon duly acknowledged to me that he executed the same.

Notary Public
Commission Expires 6-9-85

STATE OF OREGON
ss.:
COUNTY OF LANE

On this 8th day of FEBRUARY, 1982, before me personally came SHERRE E PALMER Sherri F Palmer, to me known and known to me to be the person described in and who executed the foregoing instrument, and he thereupon duly acknowledged to me that he executed the same.

Notary Public
Commission Expires 6-9-85

STATE OF OREGON
ss.:
COUNTY OF LANE

On this 8th day of FEBRUARY, 1982, before me personally appeared MICHAEL R. PALMER, to me known, who being by me duly sworn, did depose and say: that he resided in the City of Eugene, Oregon that he is the PRESIDENT of [illegible], Inc. the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Notary Public
Commission Expires 6-9-85

STATE OF
ss.:
COUNTY OF

On this ____ day of ____, 19____, before me personally appeared ____, to me known and known to me to be one of the firm of ____, described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed the same as and for the act and deed of said firm.

Notary Public

Individual Acknowledgement

Individual Acknowledgement

Corporate Acknowledgement

Firm Acknowledgement

RECEIVED
MAR 1982
COMMERCE SERVICES
DEPARTMENT OF TRANSPORTATION

INSTRUCTIONS

1. If Proprietorship, applicant and spouse sign as Principals.
2. If Partnership, partners sign and spouses sign as Indemnitors.
3. If Corporation, two authorized officers sign. All owners must also sign as individual indemnitors.

PRINCIPAL(S)

CORPORATE SEAL

Serenity Builder's Inc
Firm Name

By [illegible] President
Title

By Steve F Palmer Secretary/Treasurer
Title

By ______________________
Title

By ______________________
Title

INDIVIDUAL INDEMNITOR(S)

[illegible]
Name

Business Address

Residence Address

[illegible]
Name

Business Address

Residence Address

Name

Business Address

Residence Address

Name

Business Address

Residence Address

Name

Business Address

Residence Address

Name

Business Address

Residence Address

By _______________ President
Title

By Shree F Palmer _______________ Secretary/Treasurer
Title

By _______________
Title

By _______________
Title

INDIVIDUAL INDEMNITOR(S)

Name	Name
Business Address	Business Address
Residence Address	Residence Address
Name	Name
Business Address	Business Address
Residence Address	Residence Address
Name	Name
Business Address	Business Address
Residence Address	Residence Address

7. POWER OF ATTORNEY

The undersigned hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their attorney-in-fact with the right, but not the obligation, to exercise all of the rights assigned, transferred and set over to the Surety by the Undersigned in this Agreement, and to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 6, and the endorsement of checks or other instruments representing payment of Contract monies deemed necessary and proper by the Surety in order to give full effect, not only to the intent and meaning of the within assignment, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Undersigned hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as attorney-in-fact.

8. GENERAL PROVISIONS

A. The obligations of the Undersigned hereunder are joint and several. Surety may bring separate suits hereunder against any or all of the Undersigned as causes of action may accrue hereunder. Surety need not proceed first against the Principal.

B. Undersigned will, on request of Surety, procure the discharge of Surety from any Bond, and all liability by reason thereof.

C. Undersigned warrant that each of them is specifically and beneficially interested in the obtaining of each Bond.

D. Undersigned waive notice of any Default, the making of a claim against Surety or Surety's loaning funds to Principal.

E. Undersigned agrees to give to Surety prompt notice of any facts which might give rise to any claims or suits against Surety upon any Bond.

F. Surety shall have the right, at its option and in its sole discretion, to decline execution of any Bond, including a final Bond where it has furnished a bid Bond.

G. Surety may consent to any changes or alterations in a Contract, without affecting the liability hereunder of the Undersigned.

H. Surety shall have every right, defense or remedy which a personal surety without compensation would have, including the right of exoneration.

I. Until Surety shall have been furnished with conclusive evidence of its discharge without loss from any Bonds, and until Surety has been otherwise fully indemnified as hereunder provided, Surety shall have the right to free access to the books, records and accounts of the Undersigned for the purpose of examining and copying them. Undersigned hereby authorize third parties, including but not limited to depositories of funds of the Undersigned, to furnish to Surety any information requested by Surety in connection with any transaction. Surety may furnish any information, which it now has or may hereafter acquire concerning the Undersigned, to other persons, firms or entities for the purpose of procuring co-suretyship or reinsurance or of advising such persons, firms, or entities as it may deem appropriate.

J. Undersigned waive all right to claim any property, including homestead, as exempt from legal process in any action hereunder.

K. If the execution hereof by any of the Undersigned may be defective or invalid for any reason, such defect or invalidity shall not affect the validity hereof as to any other of the Undersigned. Invalidity of any provision hereof by reason of the law of any state or for any other reason shall not render the other provisions hereof invalid.

L. The Surety, may at its option, file or record this Agreement or any other document executed by any or all of the Undersigned, individually or jointly, in connection with application, issuance or execution of any bond or bonds coming within the scope of this instrument, as a security agreement or as part of a financing statement or as a notice of its prior interest and assignment under the provisions of the Uniform Commercial Code or any other statute, ordinance or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Undersigned under this Agreement.

M. The Surety shall have the right to fill in any blanks left herein and to correct any errors in filling in any blanks herein.

N. The Undersigned waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Undersigneds' request and in reliance on the Undersigneds' promise to execute this instrument.

O. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

P. That in the event any of the Undersigned shall fail to execute this instrument or become insolvent, or in case any of the Undersigned, who execute this agreement, shall not be bound for any reason, the other Undersigned shall, nevertheless, be bound hereunder for the full amount of the liability as aforesaid.

Q. That repeated actions on this instrument, as breaches thereof may occur, may be maintained by Surety, its successors or assigns, without any former action operating as a barge to any subsequent action brought on this instrument for breaches hereunder.

R. Wherever used in this instrument the plural shall include the singular and the singular shall include the plural, as the circumstances require.

S. The liability of the Undersigned hereunder shall not be affected by the failure of the Principal to sign any bond or bonds or by any claim that other indemnity or security was to have been obtained, nor by the release of any indemnity or the return or exchange of any collateral, that may have been obtained.

9. DECLINE EXECUTION

Unless otherwise specifically agreed in writing, the Surety may decline to execute any Bond and the Contractor and Indemnitors agree to make no claim to the contrary in consideration of the Surety's receiving this Agreement; and if the Surety shall execute a Bid or Proposal Bond, it shall have the right to decline to execute any and all of the bonds that may be required in connection with any award that may be made under the proposal for which the Bid or Proposal Bond is given and such declination shall not diminish or alter the liability that may arise by reason of having executed the Bid or Proposal Bond.

10. TERMINATION

This agreement is a continuing obligation of the Undersigned unless terminated by written notice to Surety as hereinafter provided, and such termination as to an Undersigned shall in no way affect the obligation of any other Undersigned who has not given such notice. The liability of the Undersigned hereunder as to future Bonds of Principal shall not terminate by reason of the failure of Surety to disclose facts known or learned by Surety about the Principal, even though such facts materially increase the risk beyond that which the Undersigned might intend to assume, Surety may have reason to believe such facts are unknown to the Undersigned, and Surety may have reasonable opportunity to communicate such facts to the Undersigned; and the Undersigned hereby waive notice of such facts. In order to terminate liability as to future Bonds of Principal, an Undersigned must:

A. Give written notice to Surety at its Home Office, 1213 VALLEY STREET, SEATTLE, WASHINGTON 98109 of such termination; and

B. State in such notice the effective date (not less than thirty days after receipt thereof by Surety) of termination of such Undersigned's liability for future Bonds.

After the effective date of such termination, the Undersigneds' giving notice shall nonetheless be liable hereunder for:

8. GENERAL PROVISIONS

A. The obligations of the Undersigned hereunder are joint and several. Surety may bring separate suits hereunder against any or all of the Undersigned as causes of action may accrue hereunder. Surety need not proceed first against the Principal.

B. Undersigned will, on request of Surety, procure the discharge of Surety from any Bond, and all liability by reason thereof.

C. Undersigned warrant that each of them is specifically and beneficially interested in the obtaining of each Bond.

D. Undersigned waive notice of any Default, the making of a claim against Surety or Surety's loaning funds to Principal.

E. Undersigned agrees to give to Surety prompt notice of any facts which might give rise to any claims or suits against Surety upon any Bond.

F. Surety shall have the right, at its option and in its sole discretion, to decline execution of any Bond, including a final Bond where it has furnished a bid Bond.

G. Surety may consent to any changes or alterations in a Contract, without affecting the liability hereunder of the Undersigned.

H. Surety shall have every right, defense or remedy which a personal surety without compensation would have, including the right of exoneration.

I. Until Surety shall have been furnished with conclusive evidence of its discharge without loss from any Bonds, and until Surety has been otherwise fully indemnified as hereunder provided, Surety shall have the right to free access to the books, records and accounts of the Undersigned for the purpose of examining and copying them. Undersigned hereby authorize third parties, including but not limited to depositories of funds of the Undersigned, to furnish to Surety any information requested by Surety in connection with any transaction. Surety may furnish any information, which it now has or may hereafter acquire concerning the Undersigned, to other persons, firms or entities for the purpose of procuring co-suretyship or reinsurance or of advising such persons, firms, or entities as it may deem appropriate.

J. Undersigned waive all right to claim any property, including homestead, as exempt from legal process in any action hereunder.

K. If the execution hereof by any of the Undersigned may be defective or invalid for any reason, such defect or invalidity shall not affect the validity hereof as to any other of the Undersigned. Invalidity of any provision hereof by reason of the law of any state or for any other reason shall not render the other provisions hereof invalid.

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M. The Surety shall have the right to fill in any blanks left herein and to correct any errors in filling in any blanks herein.

N. The Undersigned waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Undersigneds' request and in reliance on the Undersigneds' promise to execute this instrument.

O. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

P. That in the event any of the Undersigned shall fail to execute this instrument or become insolvent, or in case any of the Undersigned, who execute this agreement, shall not be bound for any reason, the other Undersigned shall, nevertheless, be bound hereunder for the full amount of the liability as aforesaid.

Q. That repeated actions on this instrument, as breaches thereof may occur, may be maintained by Surety, its successors or assigns, without any former action operating as a barge to any subsequent action brought on this instrument for breaches hereunder.

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S. The liability of the Undersigned hereunder shall not be affected by the failure of the Principal to sign any bond or bonds or by any claim that other indemnity or security was to have been obtained, nor by the release of any indemnity or the return or exchange of any collateral, that may have been obtained.

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A. Give written notice to Surety at its Home Office, 1213 VALLEY STREET, SEATTLE, WASHINGTON 98109 of such termination; and

B. State in such notice the effective date (not less than thirty days after receipt thereof by Surety) of termination of such Undersigned's liability for future Bonds.

After the effective date of such termination, the Undersigneds' giving notice shall nonetheless be liable hereunder for:

A. Bonds executed or authorized prior to such date, and renewals, substitutions and extensions thereof; and

B. Bonds executed pursuant to a bid or proposal Bond executed or authorized prior to such date, and renewals, substitutions and extensions thereof; and

C. Any maintenance or guarantee Bonds executed incidental to any other Bond executed prior to such date, and renewals, substitutions and extensions thereof.

CONTRACTOR'S BONDING & INSURANCE COMPANY

HOME OFFICE - SEATTLE, WASHINGTON

GENERAL INDEMNITY AGREEMENT

THIS AGREEMENT of Indemnity, made and entered into this 8 day of February, 19 82 is executed by the undersigned for the purpose of indemnifying CONTRACTOR'S BONDING & INSURANCE COMPANY as hereinafter mentioned in connection with any Bonds written on behalf of: SERENITY BUILDER'S INC.

of: 4917 CONE AVE, EUGENE, OR 97402
(address)

herein referred to as the "Principal."

1. DEFINITIONS

The following definitions apply in this agreement:

Bond — Any contractual obligation undertaken by Surety for Principal, before or after the date of this Agreement, and any renewal o extension of said obligation.

Principal — The person or entity set forth above or any one or combination thereof, or their successors in interest, whether alone o in joint venture with others named herein or not.

Surety — CONTRACTOR'S BONDING & INSURANCE COMPANY, its reinsurers, and any other person or entity which the surety may procure to act as Surety or co-surety on any bond or any other person or entity who executes any bond at its request.

Contract — Any agreement of Principal, the performance of which is bonded by the surety.

2. INDEMNITY

The Undersigned agree to indemnify and save harmless the Surety from and against any and all demands, liabilities, loss, costs, damages o expenses of whatever nature or kind, including fees of attorneys and all other expenses, including but not limited to cost and fees of investigation adjustment of claims, procuring or attempting to procure the discharge of such bonds and in attempting to recover losses or expenses from the Undersigned or third parties, whether the Surety shall have paid out any such sums or any part thereof or not and premiums on Bonds issued b the Surety on behalf of the Principal.

In furtherance of such indemnity:

A. Surety shall have the right in its sole discretion to determine whether any claims shall be paid, compromised, defended, prosecute or appealed.

B. Surety shall have the right to incur such expenses in handling a claim as it shall deem necessary, including but not limited to the expense for investigative, accounting, engineering and legal services.

C. Surety shall have the foregoing rights, irrespective of the fact that the Undersigned may have assumed, or offered to assume, the defense of the Surety upon such claim.

D. In any claim or suit hereunder, an itemized statement of the aforesaid loss and expense, sworn to by an officer of Surety, or the vouchers or other evidence of disbursement by Surety, shall be prima facie evidence of the fact and extent of the liability hereunder o the Undersigned.

E. Surety shall have the right to reimbursement of its expenses, premiums and attorneys' fees hereunder, irrespective of whether an bond loss payment has been made by Surety. In any suit on this Agreement, Surety may recover its further expenses and attorneys' fee incurred in such suit.

3. DEFAULT

Principal shall be in Default with respect to a Contract, and hereunder if any of the following occur:

A. Principal breaches, abandons or repudiates any Contract.

B. Any Obligee declares Principal to be in Default.

C. Principal fails to pay for any labor or materials when such payment is due.

D. Principal diverts any Contract funds from one Contract to another, prior to the complete discharge of surety.

E. Principal, or any of the Undersigned, breaches any provision of this Agreement.

F. Principal, or any one of the Undersigned, becomes the subject of any Agreement or proceedings of composition, insolvency, bankruptcy, receivership, trusteeship, or assignment for creditors.

G. Principal, or any one of the Undersigned, becomes actually insolvent.

H. Principal, if an individual, dies, is adjudged mentally incompetent, convicted of a felony, becomes a fugitive from justice or disappear and cannot be located with usual methods.

4. REMEDIES UPON DEFAULT

In the event of Default, as defined above, Surety may at its option and sole discretion:

A. Take over any Contract and arrange for its completion.

B. Take possession of the Principal's equipment, materials and supplies at the site of the work or elsewhere, and utilize the same f completion of any Contract.

C. Take possession of the office equipment, books and records of Principal as are necessary for completion of any Contract.

D. Loan such funds, guarantee a loan for such funds, as Surety shall deem necessary for the completion of any Contract and for t discharge of Surety in connection with any Contract. Repayment of such loan shall be covered by the indemnity hereunder.

E. File an immediate suit to enforce the provisions of this Agreement.

5. COLLATERAL SECURITY

If a claim is made against Surety, or if Surety deems it necessary to establish a reserve for potential claims, and upon demand from Surety, t Undersigned shall deposit with Surety cash or other property acceptable to Surety, as collateral security, in sufficient amount to protect the Sure with respect to such claim or potential claims and any expense or attorneys' fees. Such collateral may be held by Surety until it has received eviden of its complete discharge from such claim or potential claims, and until it has been fully reimbursed for all loss, expense and attorneys' fees.

6. ASSIGNMENT

As security for the performance of all of the provisions of this agreement, the Undersigned hereby assign, transfer, pledge and convey to t

1. DEFINITIONS

The following definitions apply in this agreement:

Bond — Any contractual obligation undertaken by Surety for Principal, before or after the date of this Agreement, and any renewal or extension of said obligation.

Principal — The person or entity set forth above or any one or combination thereof, or their successors in interest, whether alone or in joint venture with others named herein or not.

Surety — CONTRACTOR'S BONDING & INSURANCE COMPANY, its reinsurers, and any other person or entity which the surety may procure to act as Surety or co-surety on any bond or any other person or entity who executes any bond at its request.

Contract — Any agreement of Principal, the performance of which is bonded by the surety.

2. INDEMNITY

The Undersigned agree to indemnify and save harmless the Surety from and against any and all demands, liabilities, loss, costs, damages or expenses of whatever nature or kind, including fees of attorneys and all other expenses, including but not limited to cost and fees of investigation adjustment of claims, procuring or attempting to procure the discharge of such bonds and in attempting to recover losses or expenses from the Undersigned or third parties, whether the Surety shall have paid out any such sums or any part thereof or not and premiums on Bonds issued by the Surety on behalf of the Principal.

In furtherance of such indemnity:

A. Surety shall have the right in its sole discretion to determine whether any claims shall be paid, compromised, defended, prosecuted or appealed.

B. Surety shall have the right to incur such expenses in handling a claim as it shall deem necessary, including but not limited to the expense for investigative, accounting, engineering and legal services.

C. Surety shall have the foregoing rights, irrespective of the fact that the Undersigned may have assumed, or offered to assume, the defense of the Surety upon such claim.

D. In any claim or suit hereunder, an itemized statement of the aforesaid loss and expense, sworn to by an officer of Surety, or the vouchers or other evidence of disbursement by Surety, shall be prima facie evidence of the fact and extent of the liability hereunder o the Undersigned.

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A. Principal breaches, abandons or repudiates any Contract.

B. Any Obligee declares Principal to be in Default.

C. Principal fails to pay for any labor or materials when such payment is due.

D. Principal diverts any Contract funds from one Contract to another, prior to the complete discharge of surety.

E. Principal, or any of the Undersigned, breaches any provision of this Agreement.

F. Principal, or any one of the Undersigned, becomes the subject of any Agreement or proceedings of composition, insolvency, bankruptcy, receivership, trusteeship, or assignment for creditors.

G. Principal, or any one of the Undersigned, becomes actually insolvent.

H. Principal, if an individual, dies, is adjudged mentally incompetent, convicted of a felony, becomes a fugitive from justice or disappear and cannot be located with usual methods.

4. REMEDIES UPON DEFAULT

In the event of Default, as defined above, Surety may at its option and sole discretion:

A. Take over any Contract and arrange for its completion.

B. Take possession of the Principal's equipment, materials and supplies at the site of the work or elsewhere, and utilize the same f completion of any Contract.

C. Take possession of the office equipment, books and records of Principal as are necessary for completion of any Contract.

D. Loan such funds, guarantee a loan for such funds, as Surety shall deem necessary for the completion of any Contract and for t discharge of Surety in connection with any Contract. Repayment of such loan shall be covered by the indemnity hereunder.

E. File an immediate suit to enforce the provisions of this Agreement.

5. COLLATERAL SECURITY

If a claim is made against Surety, or if Surety deems it necessary to establish a reserve for potential claims, and upon demand from Surety, t Undersigned shall deposit with Surety cash or other property acceptable to Surety, as collateral security, in sufficient amount to protect the Sure with respect to such claim or potential claims and any expense or attorneys' fees. Such collateral may be held by Surety until it has received eviden of its complete discharge from such claim or potential claims, and until it has been fully reimbursed for all loss, expense and attorneys' fees.

6. ASSIGNMENT

As security for the performance of all of the provisions of this agreement, the Undersigned hereby assign, transfer, pledge and convey to t Surety (effective as of the date of each bond or bonds, but only in the event of Default referred to in preceding Section 4):

A. All rights in connection with any Contract, including but not limited thereto:

1. All subcontracts let in connection therewith and such subcontractors' surety bonds.
2. All machinery, plant, equipment, tools which shall be upon the site or sites of the work or elsewhere for the purposes of the co tracts, including all materials ordered for the contracts.
3. Any and all sums due or which may thereafter become due under said contracts and all sums due or to become due on all other co tracts, bonded or unbonded, in which any or all of the undersigned have an interest.
4. All rights arising out of insurance policies.

9440

March 8, 1983

Lindstedt & Buono
Attorneys at Law
1800 S.W. First Avenue
Portland, OR 97201

Attention: David J. Buono

Gentlemen:

This will acknowledge your claim letter dated February 16, 1983, on behalf of W. H. Cress Company concerning the following Highway Division contract:

FILED BY:	W. H. Cress Company
AMOUNT:	$6,548
FOR:	Materials
AGAINST (Prime contractor):	Serenity Builders, Inc.
CONTRACT NO.:	9440
PROJECT:	Building alterations in Santiam and Oak Grove Safety Rest Areas in Marion and Linn Counties
SURETY:	Contractor's Bonding & Insurance Co.
AGENT:	Donald Sirkin

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ILED [illegible]
3-8-83 dc

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
P. O. Box 12053
Portland, OR 97212

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LINDSTEDT & BUONO, P. C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S. W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

February 16, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: My Client : W. H. Cress Company
Project : Building Alterations in Santiam and Oak Grove Safety Rest Areas, Pacific Hwy. Marion and Linn Counties
Prime Contractor Serenity Builders, Inc.
Contract No. : 9440

Gentlemen:

Notice is hereby given that W. H. Cress Company has a claim for supplying the following materials: toilet partitions, in the sum of $6,548 against the bond obtained by Serenity Builders, Inc. as principal from Contractors Bonding & Insurance Co., as surety, for the work of the building alterations in the Santiam and Oak Grove Safety Rest Areas, Pacific Highway, Marion and Linn Counties.

DATED: February 16, 1983

W. H. CRESS COMPANY

By: David J Buono
David J. Buono
Of Attorneys for
W. H. Cress Company

CERTIFIED
P 363 051 534
MAIL

RECEIVED
FEB 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
FEB 18 '83
REFER TO Jonnsen
FOR
Info Inves R/D D/R Sign [✓ Act] File

9440

February 18, 1983

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 5
#9440

Gentlemen or Ladies:

On February 8, 1983, we wrote to you concerning release of final payment on Contract No. 9440 awarded to Serenity Builders, Inc. for work on the Santiam and Oak Grove Safety Rest Areas on the Pacific Highway in Marion and Linn Counties.

Final payment on this contract is $996.70 and the total contract amount is $67,324.35. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
500 N.E. Multnomah, Suite 200
P. O. Box 12053
Portland, OR 97212

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9445 CL-83-9

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 21 1983
NORMA PAULUS
SECRETARY OF STATE

January 20, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9440

Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

Attention: Robert K. Cole
Superintendent

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen or Ladies:

This will acknowledge your letter of January 11, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Salem Road and Driveway Co.
AMOUNT:	$415.04
FOR:	Labor and materials
AGAINST (Prime contractor)	Serenity Builders, Inc.
CONTRACT NO.:	9440
PROJECT:	Santiam and Oak Grove Safety Rest Areas in Marion and Linn Counties
SURETY:	Contractor's Bonding & Insurance Co.
AGENT:	Donald Sirkin

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
P. O. Box 12053
Portland, OR 97212

1-27-83 dc

bc: ✓ Secretary of State - Please acknowledge receipt of the attached on the enclosed copy of this letter.

January 11, 1983

Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

Re: Santiam and Oak Grove Safty Rest Area Project #9440

Dear Sir,

Please be advised Salem Road & Driveway Company supplied labor and materials, as a Sub-contractor to Serinity Builders on the above project.

To date we are still owed $415.04. I have been unable to contact Serinity Builders as their phone has been changed to an unpublished number.

I request your help to file against their bond.

Sincerely,

Robert K. Cole

Robert K. Cole
Superintendent

RKC/jkh

RECEIVED
JAN [illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9- -0

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(90)206

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn, Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10052

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-1-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
SANTIAM AND OAK GROVE SAFETY REST AREAS

11. GENERAL DESCRIPTION OF WORK
Perform miscellaneous work to improve function for the handicapped.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of December 1, 1982 - as requested in Mr. Keasey's letter of December 17, 1982 - as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 4 is approved for a TEC of $3,200; Federal Funds $2,951.

RECEIVED
STATE HWY ENGR
DEC 29 '82
REFER TO
FOR
Info | Res | R/D | L.R | Sign | Act

Orig to
12/29

14. DATE 12-20-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9440 CL-82-212

bc: Secre y of State - Please acknowledge
receipt of the attached claim
on the enclosed copy of this
letter.

13

FILED
NOV 1[illegible] 1982
NORMA PAULUS
SECRETARY OF STATE

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 10, 1982

fil 11-29-8 jp

IN REPLY REFER TO
FILE NO.:

CON 5
#9440

Luell's Ceramic
2937 McKendrick
Eugene, OR 97405

Attention: James Luell, Owner

Gentlemen:

This will acknowledge your letter of October 18, 1982 addressed to J. M. Martin, Project Manager for the Highway Division in Albany, filing a claim against the following Highway Division contract:

FILED BY:	Luell's Ceramic
AMOUNT:	$550
FOR:	Repair ceramic tile
AGAINST: (Prime Contractor)	Serenity Builders, Inc.
CONTRACT NO.:	9440
PROJECT:	Santiam and Oak Grove Safety Rest Areas, Pacific Highway, Marion & Linn Counties
SURETY:	Contractor's Bonding and Insurance Co.
AGENT:	Donald Sirkin

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when you receive the $550.

Sincerely,

Robert Cormsen

Robert W. Cormsen
COMMISSION SERVICES

FN:js
cc: Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

STATE OF OREGON **INTEROFFICE MEMO**

Albany
DEPT.

967-2020
TELEPHONE

TO: Robert Gormsen
Mgr., Commission Services

DATE: October 27, 1982

FROM: JMartin
J. M. Martin
Project Manager

SUBJECT: Santiam & Oak Grove Safety Rest Areas
Contract No. 9440
Suppliers' Claims againt Contractor

Herwith are copies of letters alleging unpaid accounts with Serenity Builders, Inc. as follows:

W. H. Cress Co. - no amount indicated already filed claim
Luell's Ceramic - $550.00

Contract work is complete. Contract amount owed is retainage in the amount of $3,205.07 plus $900.00 reduction in assessed liquidated damages, for a total of $4,105.07.

Encl. (2)

81-125-1387

Luell's Ceramic
2937 McKendrick
Eugene, Oregon 97405
(503) 687-9231

October 18, 1982

Mr. J. M. Martin, Project Manager
Oregon Highway Division
3400 Spicer Road
Albany, Oregon 97321

Re: Santiam & Oak Grove
Safety Rest Areas
Contract #9440

Dear Mr. Martin:

We contracted with Serenity Builders, Inc. to repair ceramic tile in the Santiam and Oak Grove Safety Rest Areas. The work, involving labor and some incidental materials, was completed August 6 and billed to the contractor, c/o Mike Palmer, on August 14 in the amount of $550.00. We have since rebilled this and also contacted Mr. Palmer by telephone and to date have not received any payment.

Your assistance in expediting payment or some action on this matter will be appreciated.

Yours very truly,

James Luell

James Luell, owner

RECEIVED
OCT 21 1982
J.M. MARTIN, Res. Engr.
☑ RE ☐ AR ☐ OE ☐ CI ☐ IN

whc W.H. CRESS COMPANY • BUILDING MATERIAL SPECIALTIES

7850 SW NIMBUS BEAVERTON, OR 97005 • 503/643-6444

October 4, 1982

Serenity Builders, Inc.
4917 Cone Avenue
Eugene, Oregon 97401

Re: Santiam & Oak Grove Rest Area Remodel
Invoices 1981 & 2085

Mike,

The above invoices remain open and past due. Our credit terms are 1% ten days, net 30 days. We sympathise with any problems you may have in getting your funds released from the State of Oregon, however, we sold the material to you and expect you to remit per our terms.

Please remit the full balance due immediately or we will be required to take full legal remedies.

Sincerely,
W. H. CRESS COMPANY

Dana B Cress

Dana B. Cress
Vice-President

DBC/cd
Enc.
cc: Jack Martin
Project Manager

9440

CL-82-1900

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 3 1982
NORMA PAULUS
SECRETARY OF STATE

November 2, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9440

W. H. Cress Company
7850 S.W. Numbus
Beaverton, OR 97005

Attention: Dana Barton Cress
Vice President

Gentlemen or Ladies:

This will acknowledge your letter dated October 7, 1982, with attached invoices filing a claim against the following Highway Division contract.

FILED BY:	W. H. Cress Company
AMOUNT:	$6,548 plus interest
FOR:	Toilet partitions
AGAINST (Prime contractor):	Serenity Builders, Inc.
CONTRACT NO.:	9440
PROJECT:	Building alterations in Santiam and Oak Grove Safety Rest Areas, Pacific Highway, Marion and Linn Counties
SURETY:	Contractor's Bonding & Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

Fj

11-10-82 dmc

cc: Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WHC W.H. CRESS COMPANY • BUILDING MATERIAL SPECIALTIES

7850 SW NIMBUS BEAVERTON, OR 97005 • 503/643-6444

October 7, 1982

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract #9440
Contractor's Bonding & Insurance Company - Bond #010245

To Whom it May Concern:

We supplied toilet partitions to Serenity Builder, Inc., Mike Palmer, owner. The address is 4917 Cone Avenue., Eugene, Oregon 97402.

Enclosed please find a copy of our invoice 1981 dated July 21, 1982 for $6248.00 and #2085, August 11, 1982, for $300.00. Total owing and delinquent $6548.00, together with interest at 1-½% per month commencing August 21, 1982. Mr. Palmer has been contacted twice and informed our office in both instances that he had not been paid by the State for work performed and thus was unable to pay our company.

Unless these sums are received in this office by October 15, 1982, we wish to commence proceedings against the surety bond for collection of delinquent funds, together with all fees and costs as authorized under Oregon law.

Thank you for giving this matter your prompt attention.

Respectfully yours,
W. H. CRESS COMPANY

Dana Barton Cress

Dana Barton Cress
Vice-President

DBC/cd
Enclosure
cc: Serenity Builders, Inc.

RECEIVED
OCT 11 1982
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

2085

W. H. CRESS COMPANY • BUILDING MATERIAL SPECIALTIES

7850 SW NIMBUS
BEAVERTON, OREGON 97005
503/643 6444

CUSTOMER'S ORDER

DATE 11 August 1982

SOLD TO:
[illegible]
4917 Cone Avenue
Eugene, Oregon [illegible]

SHIPPED TO:
[illegible]
[illegible] & Oak Grove Rest [illegible]

DATE SHIPPED	SHIPPED VIA	F.O.B. FACTORY	TERMS
		Full Freight Allowance	1% 10 DAYS NET 30 DAYS 1½ % per month service charge after 30 days. 18% annual rate.

		FINAL BILLING TO FURNISH AND [illegible]				
	lot	Toilet Room Partitions				
		TOTAL			$ 300.[illegible]	
		Our [illegible]				
		PAY FROM THIS INVOICE, NO STATEMENTS ISSUED.				

RECEIVED
OCT 11 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1981

whc

W. H. CRESS COMPANY • BUILDING MATERIAL SPECIALTIES

7850 SW NIMBUS
BEAVERTON, OREGON 97005
503/643-6444

CUSTOMER'S ORDER

DATE July 21, 1982

SOLD TO: Serenity Builders
4917 Cone Avenue
Eugene, Or 97402

SHIPPED TO: Santiam & Oak Grove Rest
Areas

DATE SHIPPED	SHIPPED VIA	F.O.B. FACTORY	TERMS
7/17 7/20	Our Truck	Full Freight Allowance	1% 10 DAYS NET 30 DAYS 1½ % per month service charge after 30 days. 18% annual rate.

Lot	Accurate Toilet Partitions - 836 Desert Sand ($300.00 deducted at this time for 36" doors which are not [illegible] the job.)				$6240

PAY FROM THIS INVOICE, NO STATEMENTS ISSUED.

RECEIVED
OCT 11 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] STATE HIGHWAY DIVISION

[illegible] ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Santiam & Oak Grove Safety Rest Areas	WEEK ENDING Oct 30 1982	SECTION PREFIX 624-1074
HIGHWAY Pacific	COUNTY Marion & Linn	
NAME OF JOB Santiam & Oak Grove Safety Rest Areas	KIND OF WORK Building Alterations	
CONTRACTOR Serenity Builders, Inc.	CONTRACT NUMBER 9440	FEDERAL AID PROJECT NUMBER IR-5-4(90)206
DATE OF CONTRACT March 9, 1982	DATE WORK STARTED 4/20/82	ESTIMATED COMPLETION DATE 8/14/82 ~~[illegible]~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS ~~[illegible]~~ 132	CALENDAR DAYS USED 148
PROJECT AUTHORIZATION: $ 78,041.75 ~~[illegible]~~	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
EXCLUSIVE OF ENGINEERING: 70,041.75 $ ~~[illegible]~~	ENGINEERING AUTHORIZATION $ 8,000 ~~[illegible]~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ ~~[illegible]~~ 70,000	ENGINEERING COST TO DATE $ 7,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: 8/14/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		NA			NA
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		300 ton			175 ton
TOTAL QUANTITIES CORRECTED TO DATE		588			198
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		588			198
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: pkup____, dump truck____, roller____, blade____, paver____, backhoe____, compressor____, curb extruder____,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Oct 25, 1982	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract work is completed.
State Forces will perform extra work decided on at final inspection.

PROJECT COMPLETED
FINAL REPORT

Next Week:

SIGNED J Martin LOCATION Albany
J M Martin, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-1216

9440

CON

DATE: October 8, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Santiam & Oak Grove Safety Rest Areas
Pacific Highway, Marion & Linn Counties
Contract No. 9440

This building alteration contract is substantially completed and it now appears that the final cost will exceed the project authorization by $11,574 or 17.4%.

The primary cause of the overrun on this project was extensive additional work required to correct drainage problems which were not addressed in the plans. This work consisted of renovation and expansion of the subsurface drainage system at the northbound Santiam Rest Area and raising of an inlet and related regrading work at the southbound Santiam Rest Area. This work directly involved $8,634 of additional cost and when considered together with other miscellaneous delays in the work, contributed to an engineering overrun of approximately $2,200.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $11,574 to a new total of $78,041.75. This matter will be on the consent calendar for the October 19 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
George Bell

9440 L

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 4, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Santiam & Oak Grove Safety Rest Areas
Pacific Highway, Marion & Linn Counties
Contract No. 9440

This building alteration contract is substantially completed and it now appears that the final cost will exceed the project authorization by $11,574 or 17.4%.

The primary cause of the overrun on this project was extensive additional work required to correct drainage problems which were not addressed in the plans. This work consisted of renovation and expansion of the subsurface drainage system at the northbound Santiam Rest Area and raising of an inlet and related regrading work at the southbound Santiam Rest Area. This work directly involved $8,634 of additional cost and, when considered together with other miscellaneous delays in the work, contributed to an engineering overrun of approximately $2,200.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $11,574. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
J. M. Martin
R. D. Church
D. E. Swan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 7 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9440

L.

CON

October 1, 1982

Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

Time Extension Request
Santiam & Oak Grove Safety Rest Areas
Contract No. 9440
FAP #IR-5-4(90)206

Your request for additional contract time in which to complete the above project has been carefully reviewed.

The contract and bond was mailed to you for signature on March which is well within the time provisions of Section 103.08 of the Contract Standard Specifications. The commencement of work on the project after March 9 was totally within the control of the contractor and no actions or requirement of the State prevented or delayed commencement of the work. Therefore, this portion of your request must be denied.

Additional work performed under Price Agreement No. 1 did require additional contract time and a time extension of 12 calendar days is granted for the performance of this added work.

There remains 16 calendar days of liquidated damages under this contract. Should you wish to submit additional data, or to review this matter further, please contact Project Manager Jack Martin.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
J. Martin w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: September 20, 1982

FROM: G. Wimer
REGION CONSTRUCTION ENGINEER

CE
CAE
FOE
QCS
SCS
EEO
RECEIVED
SEP 2[illegible] 1982
CONSTRUCTION
SECTION
O/A
CA
IC
TC
FE
CP

SUBJECT: Time Extension Request
Santiam-Oakgrove SRA
Contract No. 9440
Pre-fix No. 624-1074

Serenity Builders, Inc. by the attached formal request asks that the originally specified 120 calendar days (cds) be increased by 35 to a new total of 155. The request contains the consent of their surety. The (a) portion of the project as specified in revision letter number 1 was completed May 28, 1982, or three days before the specified May 31 date. The overall contract was completed on the 148th cd, which amounts to a 28 cd overrun.

Serenity Builders bases their request on delays that they blame on our department in executing the contract. Also, that added price agreement work involved 11 extra days.

Project Manager J. M. Martin, in his attached September 3rd analysis and transmittal, does an excellent job of listing the pertinent dates. There is no need to repeat them here. The first issue he concludes, is a matter for Salem to determine, but he recommends latitude in the matter to the extent of 16 cds he adds to the 12 cds he recommends for the price agreement work, making a total of 28 cds; eliminating all liquidated damages.

I believe that Standard Specification 108.08 (c) raises some question of our ability to grant any portion of their first request. However, I do note that it took 7 days to answer one of their letters. I think they deserve a faster answer than that and, therefore, recommend these 7 cds. Your office may find a basis to do otherwise, and if so I, like Mr. Martin, feel some compassion to this small, new to State work, contractor and would recommend as much time for this particular item as you can justify.

Although the Price Agreement work affected the (a) portion of the project, which was completed on time, it also affected the overall completion in as much as this small contractor did not have other forces to commit to the project, and the 12 cds involved, in effect, caused that much contract overrun.

This office, therefore, recommends at least 7 cds for the delays in executing the contract, 12 cds for the Price Agreement work, making a total recommendation of 19 cds leaving 9 cds of liquidated damages, unless your further review indicates that more time might be granted for delays in executing the contract.

W.E.S.
Please see my comments on Page 2
of J. Martin's letter.
D.B.J.

GW/jms

Contains
Recycled
Materials

STATE OF OREGON

INTEROFFICE MEMO 624-1074

DEPT.

TELEPHONE

TO: G. W. Wimer
Region Construction Engineer

DATE: September 3, 1982

REGION ENGINEER
RECEIVED

FROM: JMartin
J. M.Martin
Project Manager

SUBJECT: Increase in Calendar Days
Santiam & Oak Grove Safety Rest Areas
Contract No. 9440

Herewith is Serenity Builders, Inc's request for an increase in the number of calendar days from 120 to 155.

The contractor bases the request on:

1) Alleged delay of 30 days after the start of the day count before the executed contract was received. The implication is that the day count should not have started March 20, 1982 but April 12, 1982, which was ten days after the contract and performance bond were mailed.

2) Eleven calendar days utilized mainly in performing work called for in PA-1.

This contract had two time-for-completion requirements. All curbs, roadwork and paving had to be completed by May 31, 1982. All work required by the contract had to be completed before the elapse of 120 calendar days.

Pertinent dates are:

March 9, 1982 - contract awarded
March 20, 1982 - calendar day count start
March 22, 1982 - State notifies contr to file Independent Contractor Status form
April 6, 1982 - contract and performance bond mailed to contr
April 20, 1982 - work commences (32 CD charged to date)
May 14, 1982 - PA-1 work commences(56 CD charged to date)
May 26, 1982 - PA-1 work completed (68 CD charged to date)
May 27, 1982 - all curbs, roadwork and paving completed
July 17, 1982 - elapse of 120 calendar days
August 14, 1982 - all work completed (148 CD charged to date)

The Project Manager's file does not account for the period between the date of award and the State's letter of March 22nd. The State's letter suggests it was accompanied by a form requiring execution by the contractor before the contract could be issued. The delay, however, was not thirty days as alleged by the contractor but fourteen from March 20th to April 6th. If the fourteen days are justified then the allowable ten days from April 6 should be included. These twenty-four calender days will have to be decided in Salem.

The Project Manager supports the contractor in the matter of extra days being granted for time spent in performing PA-1 work. Our records show twelve instead of eleven days being used.

It should be noted in the contractor's favor that PA-1 was of a nature that had to be completed before all the work required for completion by May 31st could be done. The PA was not initiated until May 14th. This delayed somewhat the mobilization of equip- and supervisory personnel at Oak Grove because all PA work was performed at the Santiam Rest Area.

The Project Manager recommends latitude in the matter of basis 1) to the extent of granting sixteen (16)CDs and unequivocally granting twelve CDs under basis 2). This totals twenty-eight CDs, the amount of the CD overrun, and should cancel the liquidated damages assessed.

9-29-82

W. E. Schwartz:

The contractor's claim that the contract was delivered late is not valid and no additional time is recommended for this portion of his request. Section 103.08 of the standard specifications provides for 20 days between bid opening and submission of the contract to the contractor for signature. The same specification allows the contractor to commence work as soon as he and his surety have signed the contract and submitted it to the Division.

Bids on this project were opened on February 25, 1982 and the contract and bond was mailed to the contractor on March 9, 1982 — well within the 20 day period. The contract and bond, signed by contractor and surety, were received by the Division on March 15, 1982, at which time the contractor could start work. Time count started on March 20, 1982. The delivery of the contract was neither late nor did it delay the contract work. Therefore no time should be granted for this part of the request.

The 12 calendar required to perform work added by Price Agreement No. 1 is valid and should be granted.

10

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-99

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

July 29, 1982

State
Oregon

County
Marion & Linn

Project Number
IR-5-4(90)206

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 66,467.00	$ 79,131.00
Federal funds	$ 61,295.00	$ 72,974.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 26, 1982

Federal-Aid Project
No. IR-5-4(90)206

Santiam and Oak Grove S.R.A.
Marion and Linn Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Santiam Safety Rest Area

Subtotal of previous estimate of March 3, 1982	$34,937.44

Previous Estimate

Furnishing and Placing Topsoil	35 Cu. Yd.	15.14	$ 529.90
Aggregate Base	300 Ton	9.00	2,700.00
		TOTAL	$ 3,229.90

Revised Estimate

Furnishing and Placing Topsoil	130 Cu. Yd.	15.14	$ 1,968.20
Aggregate Base	588 Ton	9.00	5,292.00
Misc. Sewer Work (P.A. #1)		All Required	8,634.00
			$15,894.20
		Increase	$12,644.30
		SUBTOTAL	$47,601.74
		Engineering	5,065.26
		TOTAL	$52,667.00

Type Code Y022
Oak Grove Safety

Total the aame as previous estimate of March 3, 1982	$26,464.00

Length of project ----------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Santiam S.R.A.	$52,667.00	$48,569.00	$4,098.00
Oak Grove S.R.A.	26,464.00	24,405.00	2,059.00
TOTAL	$79,131.00	$72,974.00	$6,157.00

Group 1 100%
Contract No. 9440
Prefix: 637-1915
Prefix: 624-1074

9440

2

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-52	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-30-82	State: OREGON County: Linn & Marion Project No.: IR-5-4(90)206

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Santiam and Oak Grove SRAs

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-82	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,467.00	$ 61,295.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
FOR: Dale E. Wilken
Date executed by Division Administrator [illegible] 32

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon March 3, 1982

FEDERAL AID PROJECT
NO. IR-5-4(90)206

SANTIAM AND OAK GROVE S.R.A.
MARION AND LINN COUNTIES

PROJECT AGREEMENT ESTIMATE

Type Code Y022
Santiam Safety Rest Area

Mobilization	(72%) ALL REQUIRED			$ 612.00
Furnishing and Placing Topsoil	35	Cu. Yd.	15.14	529.90
Aggregate Base	300	Ton	9.00	2,700.00
Class "B" Asphalt Concrete	175	Ton	35.90	6,282.50
12-inch Sewer Pipe	44	Lin. Ft.	12.43	590.92
Concrete Inlets, Type CG-1	1	Each	450.00	450.00
Concrete Curbs	1,200	Lin. Ft.	3.80	4,560.00
Extra for Asphalt Walks	330	Sq. Yd.	3.30	1,089.00
Furnishing and Planting Shrubs	81	Each	18.52	1,500.12
Bark Mulch	2	Units	200.00	400.00
Remodel Existing Toilet Building, at Santiam S.R.A.	ALL REQUIRED			13,008.00
				$ 31,722.44

Anticipated Items

Permit and Plan Checking Fees	ALL REQUIRED	$ 215.00
Permanent Pavement Striping	ALL REQUIRED	3,000.00
		$ 3,215.00
	SUBTOTAL	$ 34,937.44
	Engineering	5,065.56
	TOTAL	$ 40,003.00

Type Code Y022
Oak Grove Safety Rest Area

Mobilization	(28%) ALL REQUIRED	$ 238.00
Remodel Existing Toilet Building, Etc. at Oak Grove S.R.A.	ALL REQUIRED	22,660.00
		$ 22,898.00

Anticipated Items

Permit and Plan Checking Fees	ALL REQUIRED	$ 215.00
	SUBTOTAL	$ 23,113.00
	Engineering	3,351.00
	TOTAL	$ 26,464.00

Length of Project 0.00 mile

SUMMARY OF FUNDS 92.22%

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Santiam S.R.A.	$40,003	$36,890	$3,113
Oak Grove S.R.A.	26,464	24,405	2,059
	$66,467	$61,295	$5,172

Group 1 100%
Contract No. 9440
Prefix: 637-1915
Prefix: 637-1074

9440 7-7-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(90)206

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn & Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/19/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Santiam and Oak Grove Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Furnish and install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/19/82 as requested in Mr. Keasey's letter of 6/24/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $184.08 Federal Funds $170.

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO Mr. [illegible]
FOR C
Info | Inve | R/D | D | Sign | Act | File

Orig to
7-12-82

14. DATE 7/9/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L. 7

March 22, 1982

Serenity Builders, Inc.
4917 Cone Avenue
Eugene, OR 97402

CON 5
#9440

Gentlemen or Ladies:

On March 15, 1982, we received two copies of Contract No. 9440 for building alterations at the Santiam and Oak Grove Safety Rest Areas on the Pacific Highway in Marion and Linn Counties.

On the last page of the contract you filled out #3 on the Workers Compensation Coverage Form which states that you are an independent contractor and will perform all work under this contract without the assistance of others.

Since you will be performing all the work yourself, it is required that you sign a Declaration of Independent Contractor Status form. This declaration will then be signed by the State Highway Engineer and subsequently filed with the State Accident Insurance Fund Corporation for their approval.

Please sign all three copies where indicated, type or print names below the line, enter your Social Security number and return to 121 Transportation Building, Salem, OR 97310. Your signed copy of this form will be sent back to you with your copy of the fully executed contract.

It would be appreciated if you could take care of this matter as soon as possible since we must hold up execution of the contract until we receive this form.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachments

bc: C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Jack Martin

DECLARATION OF INDEPENDENT CONTRACTOR STATUS

An agreement has been entered into on ______________ by and between the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "Department" and Serenity Builders, Inc. hereinafter referred to as "Contractor". Contractor was awarded on March 9, 1982 Contract No. 9440 for building alterations on Santiam & Oak Grove Safety Rest Areas Section of the Pacific Highway in Marion & Linn County. The work to be done under the contract shall be completed before the elapse of 120 calendar days beginning on March 20, 1982.

This declaration is duly executed and is being filed with the State Accident Insurance Fund Corporation in compliance with Oregon Laws 1979, Chapter 864. The Department and Contractor hereby declare that the work to be performed and services to be rendered by the Contractor pursuant to said agreement are being so rendered as services of an independent contractor.

The contractor certifies that Contractor understands that the signing and filing of this declaration precludes Contractor from receiving benefits under the Worker's Compensation Laws of the State of Oregon for any injuries incurred in the performance of this agreement, unless coverage has been individually obtained by Contractor pursuant to ORS 656.128. The Contractor also certifies that he is working without the assistance of others.

____
H. S. Coulter, State Highway Engineer
Department of Transportation
Transportation Building
Salem, OR 97310
SAIF Account No. 9300-98

Serenity Builders, Inc.

4917 Cone Avenue

Eugene, OR 97402

______________________________ President   ____________________ Social Security #

______________________________ Secy.-Treas.   ____________________ Social Security #

9440

1 Versteeg
Anderson 9
2 Adams
Olson
Sullivan
Terpin
Trout

RECEIVED
JAN 11 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

I-5

Santiam & Oak Grove Safety Rest Area

Contract No. 9440

NARRATIVE REPORT

Contract no 9440 was awarded March 9, 1982 to Serenity Builders Inc., in the amount of $54,620.44.

The scope of the work was upgrading or installing handicapped facilities at the Santiam and Oak Grove Safety Rest Areas. The majority of the work was revisions to the toilet buildings but at the Santiam Rest Area additional parking spaces were added.

Traffic Control Summary

The enlarging of the parking areas at Santiam Rest Area was the only construction activity affecting traffic. No problems were encountered with traffic control.

Commencement Date

The contract was awarded March 9, 1982 with a completion time of 120 calendar days, and all grading, curb construction, aggregate base and paving in the roadway and parking area in the Santiam Safety Rest Area to be completed not later than May 31, 1982. The contract work was completed on August 14, 1982, an overrun of 28 calendar days. A time extension of 12 calendar days was granted on October 1, 1982. Liquidated damages of 16 days @ $75.00 per day were assessed to the contractor.

Roadwork

During the initial grading work in the North Bound Santiam Safety Rest Area it was discovered that the extra water trapped by the new curbs and parking areas would not drain as designed. Price Agreement No. 1 was initiated to correct the drainage problems. During the investigative work for P. A. # 1, the existing inlets and storm drains were found to be collapsed and plugged. This necessitated installing an 18" conc. pipe from the new inlets to outfall into the Santiam River, which was included on P. A. # 1. The remaining grading, paving and curb construction went smoothly and was completed before the specified completion date of May 31, 1982.

Building Alterations

One minor problem encountered during the remodeling of the toilet buildings was that the doors to the handicapped stalls did not have door pulls specified. Since the doors were self-closing there was no way to open the stalls without grabbing the top or bottom of the door.

Santiam & Oak Grove Safety Rest Areas
NARRATIVE REPORT CONTINUED

Also the handicapped stalls are slightly narrower than specified because to get the standard spacing an extensive remodeling job would have been required, i.e., breaking out the concrete floor, moving floor drains, moving urinals & toilets, and moving water supply lines. The slightly narrower stalls and the right angle turn into the handicapped stalls make access adequate but slightly cramped.

One final item of conflict was the model of mirrors that was specified. Apparently the model specified was from a 1976 brochure and the mounting method had changed since the brochure was published. The mounting method furnished was not vandal-proof & several mirrors were stolen before the contract was completed. We need to be sure the product specified is the type we want. Vandal-proof mirrors are being installed under State Force Order # 4.

Other than the aforementioned items the building alterations were completed without any major problems.

JMMartin
J. M. Martin
Project Manager

944D

L.

2 3 82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(90)206

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn, Marion

3. FROM
Dale E. Wilken, Division Administrator
Federal Highway Administration
Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10052

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-3-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Santiam and Oak Grove Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
SRA Handicapped Improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permit and Plan Checking Fees, $125
Permanent Pavement Striping, S.F. $3000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's January 29, 1982 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $76,231; Federal Funds $70,300.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO
[illegible]
FOR
Info Inv R/W D Sign Ack File

[illegible]

14. DATE 2-3-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

14-3

DES 20-15

STATE OF OREGON

INTEROFFICE MEMO

TO: Merlyn Anderson
LANDSCAPE ARCHITECT

DATE: April 6, 1981

FROM: T. Litchfield
REGION MAINTENANCE ENGINEER

SUBJECT: Santiam Safety Rest Area
Pacific Highway I-5
Marion County

I have reviewed the plan you submitted to this office with your March 23, 1981, letter wherein you proposed to construct handicapped access to the rest area along with additional parking in an effort to better accommodate the traveling public. I have reviewed this with District Engineer Howard Johnson and it is our opinion that it is inappropriate to modify the rest areas as you proposed at this time. There is currently available minimal wheelchair access to the buildings and additional modification of the buildings must be made to make the facility properly accessable to handicapped people. This will require the reconstruction of the wall facing the freeway in each building so that adequate room may be provided for handicapped access to the toilet. This work would be performed by our Region building crew. This would provide a minimum facility which is all we can afford at the present time.

We recognize the existing facility is inadequate for the demand placed on it by the traveling public. However, until an additional rest area building is constructed there is no point in providing additional parking space for an area already over taxed. There was a plan a few years ago to reconstruct the off-ramps to these areas and at the same time enlarge the rest areas. I would suggest that the features you show for the handicapped access and the increased parking be incorporated into that plan which would be built some time in the future when funds could be provided.

One dump station should be provided so that it is accessable to both rest areas. Its location would be determined after the location of the sewer pipeline is dertermined so that there would be a minimum of additional construction to serve the dump station.

TWL/rgb
cc: H. C. Johnson

Verstoeg
1 Anderson
Christensen
2 Olson
Sullivan
Turpin
Wardlig

RECEIVED
APR 07 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

1982 UPRR and Frontage Rd. 9441
O'Xing (The Dalles) Sec. of The
Dalles/Cal. Hwy. (Deck Repair)

1441

cc: OSHD (Mr Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Wasco		DIVISION Oregon
DATE OF REPORT 4/13/84		REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BHF-4-4(1)
COMPLETION DATE 7/2/82		ACCEPTANCE DATE BY CONTRACT AGENCY 1/24/83	TIME ELAPSED 103 CD %	CONTRACT TIME 100 CD
APPROVED EXTENSIONS None		LOCATION U.S. 197, East City Limits, City of The Dalles, Wasco County, Oregon		

NOTE - *The PR 47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

U.P.R.R and Frontage Road Overcrossing (The Dalles) Section
The Dalles - California Highway
Bridge Deck Repair

This project provided for the repair to the deck of this structure. The deck was removed on the southerly end of the structure and replaced with a thicker section. The remainder of the deck was overlaid with a rubberized asphalt concrete overlay.

The contractor used three additional days beyond the contract time and was assessed $450.00 in liquidated damages in accordance with the specifications.

The final amount of the original contract items was $196,613.23 or a 1.28 percent overrun of the contract bid amount of $194,135.00. The final cost of the project including all changes and engineering was $215,583.23.

All participating work on the project has been completed.

An initial project inspection was made on June 22, 1982 at which time the majority (85%) of the work had been completed. All work was subsequently completed and FHWA acceptance of the contract work was made on July 7, 1982.

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO Fredrickson
FOR

NOTED
W. E. SCHWARTZ
4/24

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original Signed By K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/20/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA 1446B
(Rev 12-79)

9441

C

February 4, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9441

Gentlemen or Ladies:

On January 26, 1983, we wrote to you concerning release of final payment on Contract No. 9441 awarded to Ross Bros. Construction, Inc., for deck repair on the U.P.R.R. and Frontage Road Overcrossing (The Dalles) Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $1,000 and the total contract amount is $196,911.47. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Dale Allen

711-11

L

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION UPRR & Frontage Road Overcrossing HIGHWAY The Dalles & California	WEEK ENDING August 14, 1982 SECTION PREFIX 33-1031 COUNTY Wasco
NAME OF JOB UPRR & Frontage Rd. O'xing	KIND OF WORK Deck Repair	
CONTRACTOR Ross Brothers Construction, Inc.	CONTRACT NUMBER 9441	FEDERAL AID PROJECT NUMBER BHF -4-4(1)
DATE OF CONTRACT March 9,1982	DATE WORK STARTED March 29, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 100 CWD SPECIFIED CALENDAR DAYS	WORK DAYS USED 103 CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 221,705.23	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 103
EXCLUSIVE OF ENGINEERING: $ 204,125.08	ENGINEERING AUTHORIZATION $ 17,580.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 195,335.00	ENGINEERING COST TO DATE $ 12,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN underrun 4.50 %	PERCENT OF AUTHORIZATION 71 %	DATE PROJECT WAS COMPLETED: July 2, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	100	N/A		

	Bridge Removal	Conc.Cl. 3,300	Conc.Cl 4,500	Rubberized Pavement	PAVING
MILES IN PROJECT					0.01
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	30 CY	110 CY	1070 SY	36 Ton
TOTAL QUANTITIES CORRECTED TO DATE	100%	30 CY	112 CY	1070 SY	36 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	30 CY	112 CY	1070 SY	92 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6635B							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cldy-Warm			
MONDAY 9	Cldy-Wind			
TUESDAY 10	Cldy-Wind			
WEDNESDAY 11	Cldy-Rain			K
THURSDAY 12	Sunny-Hot			
FRIDAY 6	Sunny-Hot			
SATURDAY 7	Cldy-Warm			

CE CAE POE QCS SCS EEO
RECEIVED
AUG 16 1982
CONSTRUCTION SECTION
OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	8	No Work.
MONDAY	9	No work.
TUESDAY	10	No work.
WEDNESDAY	11	No work.
THURSDAY	12	No work.
FRIDAY	6	No work.
SATURDAY	7	No work.

REMARKS

This week: Semi-final estimate submitted through Region 4 on August 10, 1982.

```
####################################
##                                ##
##    F I N A L    R E P O R T    ##
##                                ##
####################################
```

SIGNED ______ LOCATION The Dalles

By W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE COPY

cy: OSHD (H S Coulter) 6-22-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Wasco	DIVISION Oregon
DATE OF INSPECTION 6-22-82	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. BHF-4-4(1)

IN COMPANY WITH
W. Reid Meritt, Project Manager, OSHD

LOCATION
East City limits of the City of The Dalles, Wasco County, Oregon.

NOTED
W. E. SCHWARTZ

CONTRACTOR NAME AND ADDRESS
Ross Bros. Construction, Inc., 3501 Brooklake Rd. N., Salem 97303

AWARD DATE March 9, 1982	CONTRACT AMOUNT $194,135.00	TIME ALLOWED 100 calendar days	TIME STARTED March 22, 1982	WORK STARTED March 29, 1982
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 97	WORK COMPLETED 85	

REMARKS

U.P.R.R. and FRONTAGE ROAD OVERCROSSING (THE DALLES) SECTION
THE DALLES-CALIFORNIA HIGHWAY
Deck Repair

RECEIVED
STATE HWY ENGR
JUL 2 '82
REFER TO
Og Kearney
FOR
Info | Inves | R/D | D R | Sign | Act | File

This project provided for the repair of the deck on this structure. On the southerly end of the structure the deck was removed and replaced with a thicker section. The remainder of the deck was overlaid with a rubberized asphalt concrete overlay.

Work Completed

The deck sections have been replaced and the rubberized asphalt concrete overlay has been placed.

Work in Progress

The contractor forming rail posts, stripping the deck overhang, and working on the deck joints.

Comments

The project should be completed during the next week. The project has progressed in a satisfactory manner.

1441 4-27-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-4-4(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20034

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/5/82

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
UPRR & Frontage Road O'Xing (The Dalles)

11. GENERAL DESCRIPTION OF WORK
Revise signing for detour

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N ADVERTISED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/5/82 as requested in Mr. Keasey's letter of 4/20/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,500 Federal Funds $1,200.

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Moehr
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copy to
413-15

14. DATE 4/28/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9411

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-49	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-20-82	State OREGON County Wasco Project No. BHF-4-4(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

UPRR & Frontage Road O'Xing (The Dalles)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-82	0.105
OTHER *(Specify)*		

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 221,705.00	$ 177,364.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon March 5, 1982

FEDERAL AID PROJECT
NO. BHF-4-4(1)

UPRR & FRONTAGE RD. O'XING (THE DALLES)
THE DALLES/CALIFORNIA HIGHWAY
WASCO COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code X520
Structure, Bridge #6635B (Sta. 183+59.24 to Sta. 189+13.40)

Mobilization		ALL REQUIRED	$ 9,000.00
Temporary Protection and Direction of Traffic		ALL REQUIRED	10,000.00
Temporary Signs	879 Sq. Ft.	16.00	14,064.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	538 Lin. Ft.	7.00	3,766.00
Flagmen	600 Hours	5.00	3,000.00
Bridge Removal Work		ALL REQUIRED	38,000.00
Structural Concrete, Class 3300 (30 Cu. Yd.)		ALL REQUIRED	8,750.00
Structural Concrete, Class 4500 (110 Cu. Yd.		ALL REQUIRED	38,000.00
Reinforcement (13,000 lbs)		ALL REQUIRED	7,150.00
Coated Reinforcement (16,400 lbs)		ALL REQUIRED	12,340.00
Structural Steel (1,065 lbs.)		ALL REQUIRED	2,000.00
Raise Deck Joints, 31S	1 Each	1,935.00	1,935.00
Raise Deck Joints, 32	1 Each	1,905.00	1,905.00
Raise Deck Joints, 33	1 Each	1,905.00	1,905.00
Raise Deck Joints, 34	1 Each	1,905.00	1,905.00
Raise Deck Joints, 35	1 Each	2,380.00	2,380.00
Raise Deck Joints, 36	1 Each	2,380.00	2,380.00
Raise Deck Joints, 37	1 Each	1,905.00	1,905.00
Raise Deck Joints, 38	1 Each	2,250.00	2,250.00
Raise Deck Joints, 39	1 Each	2,250.00	2,250.00
Raise Deck Joints, 40	1 Each	2,470.00	2,470.00
Rubberized Pavement	1,070 Sq. Yd.	19.00	20,330.00
Class "C" Asphalt Concrete	36 Ton	55.00	1,980.00
Guard Rail, Type 2A	100 Lin. Ft.	18.00	1,800.00
Guard Rail, Type 3	50 Lin. Ft.	30.00	1,500.00
Guard Rail Anchors, Type 1	2 Each	330.00	660.00
Extra for Guard Rail Bridge Connection	2 Each	90.00	180.00
Rail End Pieces, Type C	2 Each	95.00	190.00
Rail End Pieces, Terminal Connector	2 Each	70.00	140.00
			$194,135.00

Anticipated Items

Permanent Pavement Striping	ALL REQUIRED	$ 200.00

Paint Edges of Steel Beams	ALL REQUIRED	1,000.00
		$ 1,200.00
	SUBTOTAL	$195,335.00
	Engineering	26,370.00
	TOTAL	$221,705.00

Length of Structure 0.105 mi.

Federal Funds (80%)	$177,364
State Funds	44,341
TOTAL	$221,705

Group 1 100%
Contract No. 9441
Prefix: 33-1430
Prefix: 33-1031

4

ROAD DESIGN SECTION

DES 16

February 16, 1982

John E. Holcomb
Region IV Traffic Operations Supervisor

W. G. Beard
Sign Design Supervisor

Proposed Diagrammatic Signs
UPRR and Frontage Road O'Xing
The Dalles-California Highway
Wasco County

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 16 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Reference is made to our telephone conversation of February 9 and your letter of February 10 on the above-named project.

My mental vision of diagrammatic signs during our conversation and your proposed sign did not resemble each other. We discussed the proposed signs with the conclusion that it would probably take a stopped condition to read and absorb the messages which, as you well know, is not practical. We have, therefore, decided not to call for the signs on the project.

Bids will be opened on the project February 25.

WGB:ja

cc Reid Meritt
Dick Hawkins

bc W. G. Beard

STATE OF OREGON **INTEROFFICE MEMO**

TO: W. G. Beard
Sign Design Specialist

DATE: February 10, 1982

FROM: John E. Holcomb
Region Traffic Engineer

SUBJECT: UPRR and Frontage Road O'Xing
The Dalles Section

? Attached is a requested addition in the detour signing for the subject project. We feel the numbers game can be simplified by the use of a diagramatic sign. We request two of these installations. One, for northbound, and one for southbound. Both on The Dalles-California Highway.

JEH:mr

encl

cc: Reid Meritt
Dick Hawkins

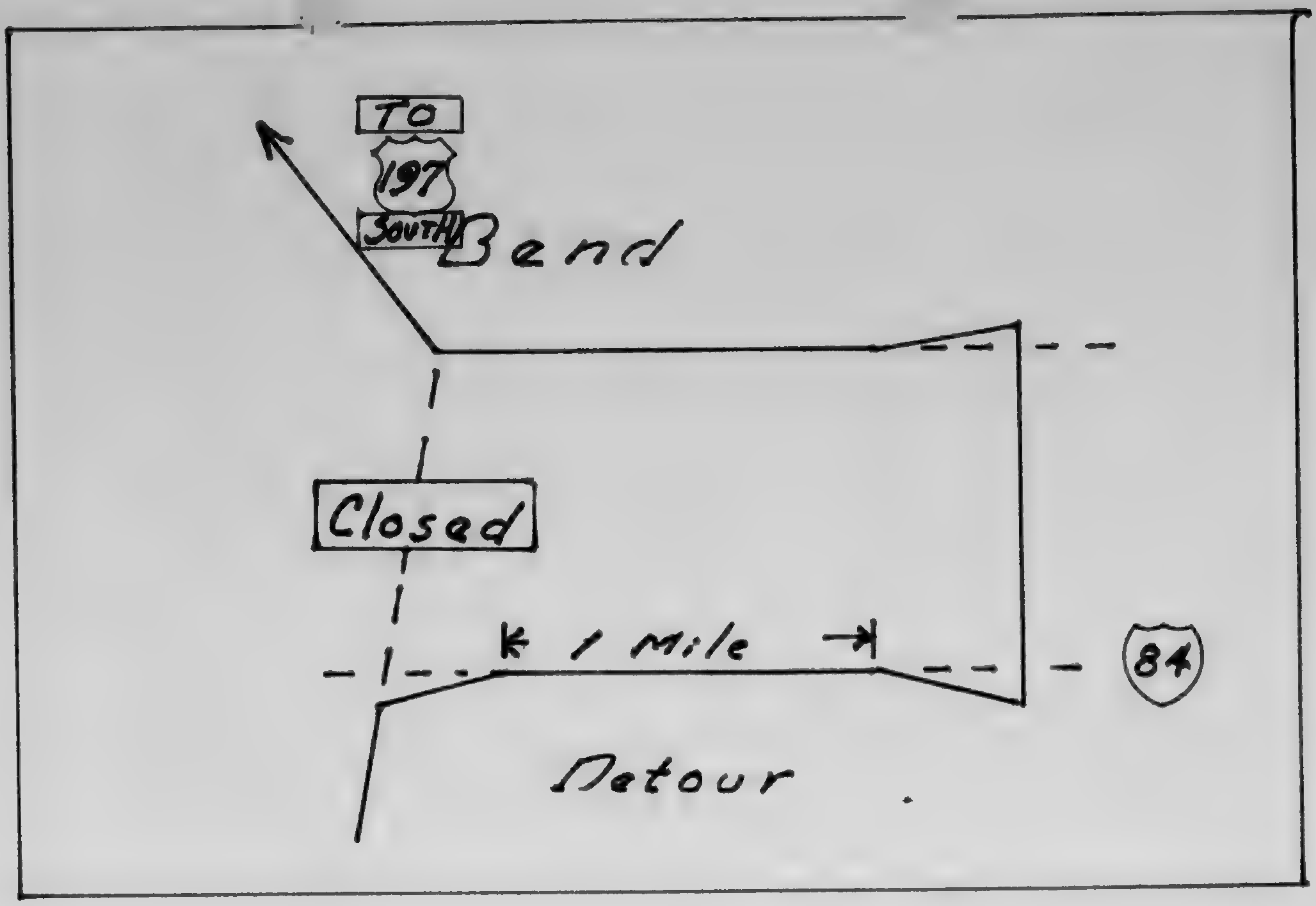
Versteeg
1 Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

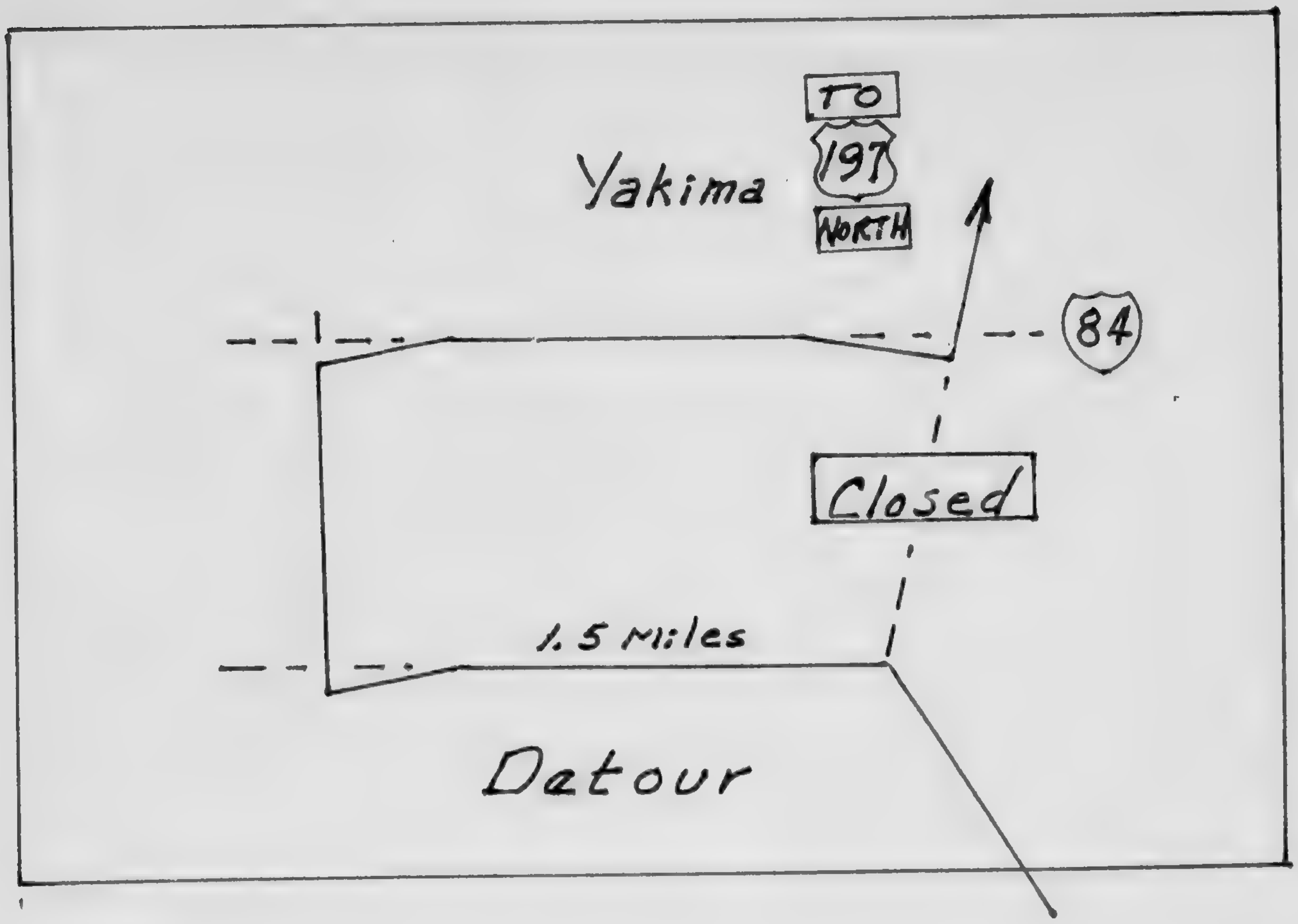
RECEIVED
FEB 11 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

REFERRED TO
2 Beard WGB 1 Stoudenmoyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return ~~Discuss~~ [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
11 1982
TRAFFIC ENGINEERING


TO
197
SOUTH
Bend
Closed
1 Mile
84
Detour


TO
197
NORTH
Yakima
84
Closed
1.5 Miles
Detour

4442

L.

HIGHWAY DIVISION - ODOT

LOC 3

F I L E

February 12, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 25, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1982 on the following projects:

1. Clear Lake Road @ Green Hill Road
   Lane County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. N.E. Sandy Blvd.-S.E. Washington Street
   Cascade Highway N., Multnomah County
   Traffic Signals

   Same as No. 1.

3. Florence-Eugene Highway @ M.P. 10.3
   Lane County
   Earthwork and Drainage

   Drainage improvement project. Paving quantities on project to be used for patching only.

   Same as No. 1.

4. Santiam and Oak Grove Safety Rest Areas
   Pacific Highway, Marion and Linn Counties
   Building Alteration and Repair

   Same as No. 1.

5. UPRR and Frontage Road U'Xing (The Dalles)
The Dalles-California Highway, Wasco County
Structure Repair

A four-foot sidewalk will be constructed on one side for bicycle and pedestrian use. The structure will have a 24-foot roadway.

6. Rock Creek Bridges
N.W. 125th Avenue, Washington County
Structures

Twenty-four-foot roadway with four-foot shoulders on approaches and 31-foot-6-inch roadway on the structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9441

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HBRF-4-4(-), Bridge #6635
Deck Reconstruction O'Xing, UPRR, M.P. 0.77
The Dalles-California Highway

Date: December 3, 1981

From: Division Administrator

Reply to Attn of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Mr. Hart's letter of November 19, 1981, requested approval of a two stage deck repair project for the overcrossing of UPRR (M.P. 0.77) in The Dalles on The Dalles-California Highway (S.R.=14.6).

We feel your proposal is well thought out and request that you proceed as proposed.

As a consideration when you progress into the Stage II work, an examination could be made to determine if it is necessary to remove the rubber asphalt overlay in Span 35. If there have been no problems with the surface, we feel this would be a viable consideration.

We also agree that the bridge rail is inadequate according to today's standards and should be completely removed and replaced in the Stage II work as proposed.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR

DEC 4 '81

REFER TO Hart

FOR

Info	Inves	R/D	S.R	Sign	Act	File

orig to
12/4

R

9441

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
6635B

November 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Walter J. Hart
Bridge Engineer

RECEIVED
TECHNICAL SERVICES
NOV 1 '81
REFER TO
FOR
Info | Inves | R/D | D/R

SUBJECT: Deck Reconstruction
Overcrossing of UPRR M.P. 0.77
The Dalles-California Highway
Wasco County
BR 6635B

Enclosed are two prints of Drawing No. 36254, Preliminary Plan and Elevation, laboratory reports 77-781 and 81-15335, chloride ion content and Accident Decoding Request Form.

The condition of the deck is such that we are proposing to replace it in two stages. Spans 31 through 34 and Spans 36, 38 and 39 all have six-inch thick lightweight concrete decks which have cracked. Only the deck cracks in Spans 36, 38 and 39 appear to work under live load. Span 35 is a thick lightweight concrete deck without any signs of distress. Span 37 has been replaced with a six-inch thick normal weight concrete deck and does not show any signs of deterioration.

Our proposed Stage I is:

1. Replace the decks of Spans 36, 38 and 39 with an eight-inch thick normal weight concrete deck.
2. Place a two-inch thick epoxy-bonded normal weight concrete overlay on Span 37.
3. Place a two-inch thick rubberized asphaltic concrete overlay on Spans 31 through 35.

Our proposed Stage II is:

1. Replace existing decks of Spans 31 through 34 with an eight-inch thick normal weight concrete deck. This would be done

when inspection shows signs of further deck deterioration; i.e., excessive reflective cracking of the overlay or dusting from the cracks indicating they are working under live load.

2. Remove rubberized asphaltic concrete from Span 35 and place a two-inch thick epoxy bonded normal weight concrete overlay.
3. Upgrade the handrails. There has not been a recorded accident in the last five years, and there is no visual evidence of any damage to either rail. In view of the lack of any accident record, the favorable tangent alignment and the present scarcity of funds, this work would logically be a part of Stage II.

The two-stage proposal would allow us to make the best use of the limited funds available. It would also obtain the maximum service life out of the decks of Spans 31 through 34.

October 1981 laboratory tests for chloride ion content show values generally below 1.6 lb./cu./yd. Since these are below the quantities found in the samples taken in January 1977, we had check tests made from the current samples which verified the chloride content. The samples taken in January 1977 may have been taken after the deck was sanded resulting in some free salt contamination of the samples or we may have improved our method of testing. In any case, we believe our current estimate of chloride content is correct and well below the active corrosion level.

Deflection studies were previously made on these decks. A description and summary of these tests with deck cracking photographs was submitted to you with our letter of December 1, 1976.

Our current reconstruction estimate for Stage I is $270,000 including an allowance for engineering and contingencies. We request your approval for the extent of the work and concurrence that both stages of the plan are eligible for HBR funding.

TGT:jrb

Enclosures

cc: E. S. Hunter
D. H. Moehring
D. D. Allen

9411

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project F-4(-)
Overcrossing of UPRR, MP 0.77, #6635B

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's December 1, 1976 letter requested approval to replace the decks of seven of nine spans on this structure, to provide membrane deck waterproofing, and to replace the inadequate railing for the full length of the structure. We have reviewed the request, along with the supporting data, and we concur in the proposed partial reconstruction using FAP funding.

An increase in the 24-foot roadway would be highly desirable. However, in view of the partial reconstruction and the fact that the existing supporting stringers and girders would be inadequate to carry the wider roadway, we concur in the reconstruction with a 24-foot width.

The major deficiency and apparent cause of the deck distress appears to be structural. Ordinarily it would be well to confirm the deck deterioration causes by conventional inspection methods and testing. It might be well to determine whether chloride content in the spans to be left in place is significant. Mr. Hart's letter of July 29, 1976 refers to delamination. Ordinarily this is associated with chloride content, and chloride content tests in the spans to be left in place could determine whether rehabilitation on these spans is necessary before applying a bridge deck protective system.

For G. L. Green

CC:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Br. Engr
FOR
Info Inves R/D D/R Sign Act [✓] File

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1-14-77

9441

2.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 1, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Overcrossing of UPRR, MP 0.77
The Dalles-California Highway
Bridge 6635B
Wasco County

We agree that the condition of spans 31-34 is better than that of spans 36, 38 and 39. We note, however, the relatively rapid deterioration of these decks from a condition of apparently superior condition 10 years ago , when the structure had been under traffic for 10 years, to one of noticeable distress. Although the deck deflections on the northerly spans are not so great as on the southerly spans, they are significantly greater than normal (.055" in span 31, 0.44 in span 32, .048 in span 33, and .056 in span 34). A dense concrete overlay would probably provide no more than 10 to 15 years of additional life to these spans while the redecked spans should be good for at least 30 years. We would then be faced with the need to replace decks on an aging structure, decks on which we had already made substantial expenditure. There would also be a second period of road closure for construction which would surely make the total construction time greater than if all of the deck replacement were done at one time. For these reasons we believe it is desirable to replace the deck on spans 31-34 as well as spans 36, 38 and 39 at this time.

Enclosed are additional photographs of the bottom of the deck of this structure. It is surprising to see the crack pattern in the bottom of span 37, which was replaced with normal weight concrete. Wayne Coder, the regional bridge inspector who took the photographs, reports that the cracks in span 37 are neither as wide nor as close together as in the other spans. Also, whereas in the other spans

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

when a heavy load passed over, he could see movement in the wet paint at cracks which he had sprayed, in span 37 there was no visible movement. This, combined with the low deflection readings in span 37, indicate to us that the cracking there is not significant.

We are also enclosing copies of sketches and photographs of the type of device used to measure deck deflections. The truck load was chosen to equal that which is allowed by the current legal load limits.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Attachments (3 sets)

cc E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
DEC 4 '76
REFER TO
FOR
Inv R-D D/R Sign Act File

944 Form FHWA 121 (Rev. 5-73)

L.

UNITED STATES GOVERNMENT

Memorandum

DEPART T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon FAP-F-4(-)
Overcrossing of UPRR, MP 0.77
The Dalles-California Highway
Wasco County

DATE: August 17, 1976

In reply refer to: 1041BR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's submittal of July 29 include pictures and deflections of the deck and plan layout of the above structure. The study of the pictures and deflection rating on parts of Spans 36, 38 and 39 certainly support that you are in the last stages of general use without extensive construction.

Spans 31, 32, 33 and 34 however do not seem to have quite as much deflection and may not have advanced to such a stage of deterioration at this particular time. We wonder if it might be possible to salvage these spans and place a concrete overlay and still maintain the structural integrity of the decks.

We certainly share your concern of the deck condition of the south end of the structure and would also recommend a replacement, however, it might be beneficial to review the north end spans before making a decision on replacement of Spans 31 - 34.

For G. L. Green

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

BR 6635B

July 29, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Overcrossing of UPRR, MP 0.77
The Dalles-California Highway
Wasco County

We request authorization to use FAP funds to replace the deck on seven of the nine spans of this structure and to provide membrane deck waterproofing and replace the railing on the full length of the structure.

This structure was built about 1955 for Wasco County and was transferred to the Oregon State Highway Commission in 1968. It consists of spans 31 through 39 of The Dalles Bridge project (see attached Dwgs. 19 and 21). Span 35 and its adjacent cantilevers are supported on two plate girders and have an 11 1/2" deck. The other spans each consisted of four wide flange beams built non-compositely with a 6 1/2", lightweight concrete deck. The lightweight concrete deck in span 37 was replaced with a normal weight concrete deck in the year prior to the transfer to the State.

A report by a senior state inspector at the time of the transfer indicated "a noticeable lack of deck cracking". More recently, severe cracking has appeared in all of the 6 1/2", lightweight concrete decks (see attached photographs). This has been accompanied by excessive deflection of the decks under live load (see attached "Deck Deflection Measurements"). These deflections are from 2 1/2 to 4 times the calculated values, whereas the deflections in span 37 (which received the new, normal weight concrete deck) are close to the calculated values. Delamination is noticeable in span 38. We feel that the deck deterioration is too general to be solved by piecemeal patching.

The proposed reconstruction would replace the present 6 1/2" lightweight concrete decks with 7 1/2" decks of normal weight concrete. A revision of

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

the AASHTO stringer formula, combined with making the decks act compositely with the beams, permits the additional dead load to be carried within the normal allowable stresses. Membrane waterproofing would then be applied to the full length of the structure roadway.

The existing bridge rail does not nearly meet present design standards. Since it must be removed in order to replace the deck, we propose replacing it with railing which meets current standards.

The present roadway width of 24'-0" with 4'± walk on the left would be retained. The cost of widening the structure to the current standard width for this class of highway does not appear to be justified at the present time. The 1975 ADT was 1850. That in 1965 was 1600.

During construction, traffic can be routed through the Brewery Grade Interchange on I-80N, 1 1/2 miles west of this structure (see attached map).

The estimated cost of this reconstruction is $300,000.

Replacement of these decks now should provide many years of useful life for the structure. Delay will cause increasing outlays for maintenance which can not permanently cure the problem.

Very truly yours,

ORIGINAL SIGNED
R.W. ELLISON
Walter J. Hart
Bridge Engineer

ATB:dh
Attachments (3 sets)

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

RECEIVED
STATE HWY ENG'R
JUL 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1982 Rock Ck. Br. on NW 185th 9442
Ave. 7 mi. N. of Beaverton.
(Gr., Paving and Structures)

C+A 6858 1-10-79
C+A 6984 5-21-79, 2-10-82

9442

STATE COPY

cc: OSHD (Coulter)

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9442

REGION NO. 10	REPORT NO.	COUNTY Washington	DIVISION Oregon
DATE OF REPORT February 2, 1984	REPORT MADE BY C. O. Fredrickson, Construction Engr.		PROJECT NO. BROS-SOS-3400(2)
COMPLETION DATE June 22, 1982	ACCEPTANCE DATE BY CONTRACT AGENCY January 5, 1983	TIME ELAPSED 77.5 %	CONTRACT TIME 93 CD
APPROVED EXTENSIONS	LOCATION Rock Creek Bridges on NW 185th Avenue.		

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

by
NOTED 3/26
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of roadway earthwork, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 13093A over Rock Creek overflow channel. Roadway Width: 31.5 feet. Length: 57 feet.

   C. Construction of Bridge No. 13094A over Rock Creek. Roadway Width: 31.5 feet. Length: 37 feet.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A. K. Lundmark & Son, Inc.

3. Contract Amount: $197,845.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson
Construction Engineer

Title ____________________

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2-7-84	TITLE Field Operations Engineer	DATE 3/13/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9442 b

January 11, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9442

Gentlemen or Ladies:

On January 6, 1983, we wrote to you concerning release of final payment on Contract No. 9442 awarded to A. K. Lundmark & Son, Inc., for work on the Rock Creek Bridges on N.W. 185th Avenue in Washington County.

Final payment on this contract is $280 and the total contract amount is $204,761.40 including $860.72 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9442

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rock Creek Bridges

WEEK ENDING: July 24, 1982

SECTION PREFIX: 334-1068

HIGHWAY: N.W. 185th Avenue

COUNTY: Washington

NAME OF JOB: Rock Creek Bridges

KIND OF WORK: Grading, Paving and Structures

CONTRACTOR: A. K. Lundmark and Son, Inc.

CONTRACT NUMBER: 9442

FEDERAL AID PROJECT NUMBER: BROS-SOS-3400(2)

DATE OF CONTRACT: March 9, 1982

DATE WORK STARTED: March 23, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 93

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 78

PROJECT AUTHORIZATION: $ 224,668.15

EXCLUSIVE OF ENGINEERING: $ 206,853.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 205,373.48

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXXX UNDERRUN 1 %

ENGINEERING AUTHORIZATION $ 17,815.10

ENGINEERING COST TO DATE $ 17,000.00

PERCENT OF AUTHORIZATION 95 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: June 22, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13093A	13094A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Fair, Warm	0	0	
MONDAY 19	Fair, Warm	0	0	
TUESDAY 20	Cloudy, Cool	0	0	
WEDNESDAY 21	Cloudy, Fair	0	0	
THURSDAY 22	Clear, Fair	0	0	K
FRIDAY 23	Clear, Fair	0	0	
SATURDAY 24		0	0	

RECEIVED
JUL 27 1982
CONSTRUCTION SECTION
FOE Don
QC
SCS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No ACTIVITY ALL WEEK.
MONDAY 19	
TUESDAY 20	
21 WEDNESDAY	
THURSDAY 22	
FRIDAY 23	
SATURDAY 24	

REMARKS

STATUS TO DATE: PROJECT COMPLETED ON TUESDAY JUNE 22, 1982.

SEMI-FINAL ESTIMATE IS ON THE WAY.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 4-43 & 5-17	ate Oregon
PROJECT REPORT NUMBER	County Washington
MODIFICATION NUMBER 1	Project Number BROS-SOS-3400(2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 3, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	25,000.00(680) $ ----	137,309.00 (680) $ ~~112,359.00 (117)~~
Federal funds	21,442.00(680) $ ----	121,079.00 (680) $ ~~89,887.00 (117)~~
Other revisions		

This modification is made for the following reasons: to add the construction phase of the project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon March 9, 1982

Federal-Aid Project
No. BROS-SOS-3400(2)

Rock Creek Bridges
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 25,000.00

Type Code 6201
Roadway (Sta. 17+00 to Sta. 18+21)(Sta. 18+78 to Sta. 27+78)
(Sta. 28+15 to Sta. 30+10)

Mobilization	44 %	All Required	$ 3,080.00
Clearing and Grubbing		All Required	7,100.00
General Excavation	2,050 Cu. Yd.	3.60	7,380.00
Finishing Roadbed and Slopes		All Required	2,500.00
Watering	85 M-Gal.	20.50	1,742.50
Coarse Aggregate Base	4,850 Cu. Yd.	6.50	31,525.00
3/4"-0 Aggregate Base	610 Cu. Yd.	7.50	4,575.00
Class "B" Asphalt Concrete	960 Ton	33.75	32,400.00
12-inch Culvert Pipe	34 Lin. Ft.	22.00	748.00
Guard Rail in Stockpile		All Required	5,500.00
Extra for Asphalt Approaches	5 Each	100.00	500.00
Loose Riprap, Class 50	10 Cu. Yd.	60.00	600.00
Roadside Seeding and Mulching	1 Acre	1,200.00	1,200.00
			$ 98,850.50

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
	SUBTOTAL	$ 98,950.50
	Engineering	13,358.50
	TOTAL	$ 112,309.00

Type Code X080
Structure, Br. No. 13093A (Sta. 18+21 to Sta. 18+78)

Mobilization	32 %	All Required		2,240.00
Structure Excavation	95 Cu. Yd.	10.00		950.00
Furnish Pile Driving Equipment		All Required		3,000.00
Furnish Cost-in-Place Piling	720 Lin. Ft.	12.50		9,000.00
Drive Steel Pile Shells	720 Lin. Ft.	1.00		720.00
Structural Concrete, Class 3300 (47 C.Y.)		All Required		9,000.00
4'x55'/60' Prestressed Slabs	8 Each	3,200.00		25,600.00
Reinforcement (4200 lb.)		All Required		1,600.00
Metal Rail with Tubing	125 Lin. Ft.	37.00		4,625.00
			$	56,735.00

Type Code X080
Structure, Br. No. 13094A (Sta. 27+78 to Sta. 28+15)

Mobilization	24 %	All Required	$	1,680.00
Structure Excavation	100 Cu. Yd.	10.00		1,000.00
Furnish Pile Driving Equipment		All Required		2,000.00
Furnish Cost-in-Place Piling	600 Lin. Ft.	12.50		7,500.00
Drive Steel Pile Sheels	600 Lin. Ft.	1.00		600.00
Structural Concrete, Class 3300 (46 C.Y.)		All Required		8,800.00
4'x35'/40' Prestressed Slabs	8 Each	2,000.00		16,000.00
Reinforcement (4,000 lbs.)		All Required		1,600.00
Metal Rail with Tubing	88 Lin. Ft.	35.00		3,080.00
			$	42,260.00
		SUBTOTAL	$	98,995.00
		Engineering		13,364.00
		TOTAL	$	112,359.00

Length of Roadway -------------- 0.230 mi.
Length of Structures ----------- 0.018 mi.
TOTAL LENGTH 0.248 mi.

Cost of Roadway Per Mile -------$488,300.00

SUMMARY OF FUNDS

Description	Code		Total Cost	Federal Funds	County Funds
Preliminary Engineering	680	88.18%	$ 25,000.00	$ 22,045.00	$ 2,955.00
Roadway	680 G1	88.18%	112,309.00	99,034.00	13,275.00
Structures	117 G2	80.00%	112,359.00	89,887.00	22,472.00
TOTAL			$249,668.00	$210,966.00	$38,702.00

Group 1 50%; Group 2 50%
Contract No. 9442
Prefix: 334-1981
Prefix: 334-1068

1-[illegible]-79 STATE COPY OMB No. 04-R2089

► TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-20	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Washington Project No. SOS-3400(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 1.5 mi. N.E. of West Union

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-30-78	0.5
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 25,000.00	FEDERAL FUNDS $ 21,442.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	
Technical Services Engineer *(Title)*	By *(Division Administrator)*
By For: H. S. Coulter	For: G. L. Green
State Highway Engineer *(Title)*	Date executed by Division Administrator JAN [illegible] 1979
By	
(Title)	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon Dec. 27, 1978

Federal Aid Project
No. SOS-3400(2)

Rock Creek (N.W. 185th Ave.) Bridges
Co. Rd. in Washington County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$25,000.00
Preliminary Engineering		$25,000.00

Length of Project. . . . . . . 0.5 miles

SUMMARY OF FUNDS

Federal Funds	$21,442.00
County Funds	3,558.00
Total	$25,000.00

Group 1 - 100%
Prefix 334-1976

9442

L.

HIGHWAY DIVISION - ODOT

LOC 3

F I L E

February 12, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 25, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 24, 1982 on the following projects:

1. Clear Lake Road @ Green Hill Road
   Lane County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. N.E. Sandy Blvd.-S.E. Washington Street
   Cascade Highway N., Multnomah County
   Traffic Signals

   Same as No. 1.

3. Florence-Eugene Highway @ M.P. 10.3
   Lane County
   Earthwork and Drainage

   Drainage improvement project. Paving quantities on project to be used for patching only.

   Same as No. 1.

4. Santiam and Oak Grove Safety Rest Areas
   Pacific Highway, Marion and Linn Counties
   Building Alteration and Repair

   Same as No. 1.

5. UPRR and Frontage Road U'Xing (The Dalles)
The Dalles-California Highway, Wasco County
Structure Repair

A four-foot sidewalk will be constructed on one side for bicycle and pedestrian use. The structure will have a 24-foot roadway.

6. Rock Creek Bridges
N.W. 125th Avenue, Washington County
Structures

Twenty-four-foot roadway with four-foot shoulders on approaches and 31-foot-6-inch roadway on the structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

L.

February 10, 1982

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97123

AGR 4

Attention: Marilyn D. Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6984

Gentlemen or Ladies:

Attached for your files is a letter-form supplemental agreement that provides additional funds through the Highway Bridge Replacement Program for the Rock Creek Bridges Section of N.W. 185th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: February 3, 1982

FROM: D. H. Moehring, P.E.
Asst. State Highway Engineer

SUBJECT: Letter-Form Supplemental Agreement
Rock Creek Bridges Section
N.W. 185th Avenue
Washington County

Attached for your review are three properly executed copies of a letter-form supplemental agreement for a Safer Off-System Roads Bridge Project in Washington County. There were insufficient SOSR funds to fully fund this project. The supplemental agreement provides for additional funds for this purpose through the Highway Bridge Replacement Program. The project is presently scheduled for contract at the February 28, 1982 bid opening with a planning estimate of $305,000.

I have reviewed the agreement, found it in order and recommend your approval.

Please sign all three copies of the agreement and forward them to Commission Services for further processing and distribution.

MCH:pf
Attachment

cc: Jon Rose, Metro

9442 2-3-82 4

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-SOS-3400(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90037

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-3-82

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Rock Creek (NW. 185th Avenue) Bridges

11. GENERAL DESCRIPTION OF WORK
Advertise for bids and Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

I accept the certification of Mr. Rod Henry, dated January 26, 1982, that provisions of FHPM 7-5-1 have been complied with, and you are now authorized to advertise for bids.

Also, as requested in Mr. Swan's February 2, 1982 letter, I approve the revised Construction Costs, to a TEC of $250,000; Federal Funds $205,925.74.

(Increase TEC $18,500; Federal Funds $16,146.)

14. DATE 2-3-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9442 L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 2, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90037
Project No. SOS-BROS-3400(2)
Rock Creek (N.W. 185th Ave.) Bridges
Washington County

I request your approval of a program change on the subject project to increase the estimated cost of construction to reflect the latest engineers estimate with financing as follows:

	Appn Code	TC	FF	%
P.E.	680	$ 25,000.00	$ 21,442.00	85.77
Roadway	680	102,717.00	88,099.74	85.77
Structures	117	147,283.00	117,826.00	80.0
TOTAL		$275,000.00	$227,367.74	

CL:bkc

cc: H. Reynoldson
General Files

Form 734-3122

9442 L.

9 29 - 8

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3400(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90037

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/29/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Rock Creek (NW 185th Avenue) Bridges

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement and 2 structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 9/25/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $231,500 Federal Funds $189,779.74 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
OCT 8 '81
REFER TO [illegible]
FOR
Info Inves R/D D.& S.... Act File

Orig 10-8

14. DATE 9/29/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3400(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90037

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/29/81
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Rock Creek (NW 185th Avenue) Bridges

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 9/25/81 I approve the change as follows:

1) Change Project Number to: "SOS-BROS-3400(2)"
2) Add Appropriation Code 117.
3) Add Construction Phase to Project.

STATE HWY ENGR
OCT 8'81
REFER TO Manning
FOR
Info | Inves | R/D | D/R | Sign | Act | [✓ File]

oug
108

14. DATE 9/29/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hesser
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9442

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90037
Project No. SOS-3400(2)
Rock Creek (N.W. 185th Ave.) Bridges
Washington County

I request your approval of a program change on the subject project to include the construction phase in the character of proposed work and joint financing as indicated on the enclosed Request for Program change PR-9 forms.

I further request authorization in accordance with Oregon's approved Certification Acceptance Plan, for construction at an estimated total cost of $231,500 with an obligation of $189,779.74 in federal funds with revised financing as follows:

	Appn Code	TC	FF	%
P.E.	680	$ 25,000.00	$ 21,442.00	85.77
Roadway	680	79,400.00	68,099.74	85.77
Structure	117	152,100.00	121,680.00	80.0
TOTAL		$256,500.00	$211,221.74	

Funds for this project are available from the unobligated balance of the FY '81 80% limitation.

CL:bkc

cc: H. Reynoldson
General Files

Form 734-3122

9412 2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-0000(-)
Preliminary Plans, Rock Cr. Bridges
Bridge No. 13093A, 13094A
Washington County

Date: May 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Generally we have no objection to what you propose in your preliminary plans transmitted by Mr. Thompson's April 25, 1980, memorandum to Mr. Bothman. With the picture shown in the foundation report and the hydraulic data on the plans for Bridge No. 13094A, it appears desirable to consider a culvert.

Please review this possibility before you finalize the plans.

For
G. L. Green

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENG
MAY 28 '80
REFER TO
Harter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☐

5/28
cc

R

Mr. R. N. Bothman
METRO Attn. Jon Rose
TGT

April 25, 1980

DES 23
Brs.
13093A
13094A

T. G. Thompson
Supervising Structural
Design Engineer

Preliminary Plans
Rock Cr. Bridges
N.W. 185th Ave.
Washington County
Bridges 13093A, 13094A

Enclosed are four reduced prints of drawings 34921 and 34613 which are the preliminary plan and elevation and vicinity map for the subject structure.

Two 32' wide precast prestressed slab structures without sidewalks are proposed for this location with provision for future widening by placement of additional 4' wide units.

Our present estimate of costs for the proposed contract is -

Grading and Paving	$ 94,850
Structures	130,000
Engineering and Contingencies	44,970
TOTAL	$269,820

Please use these prints to obtain the approval of Washington County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

HOW HOW:dh
Enclosures

cc H. A. Schell /w/ 1 set encls. and 2 copies of Foundation Report
Engineering /w/ 1 set encls.
County-City Unit
Environmental Section (M. Banks) /w/ 1 set encls.

bc L. L. Wallace

[illegible] in file

9442

Wash Co.

1859

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: June 11, 1979

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Rock Creek (N.W. 185th) Bridges
N.W. 185th Avenue
Washington County

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 11 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

The proposed project will replace an existing four-span, 46.5-foot-long timber structure and a four-span, 61.5-foot-long timber structure on the same alignment.

HYDROLOGY

Rock Creek is a north-south tributary of the Tualatin River and drains a 13.5-square-mile area above the proposed bridge sites. The recurrence interval vs. peak discharge relationship listed below was determined from a log-log plot of drainage area vs. discharge figures determined by the Corps of Engineers for the Rock Creek basin.

Recurrence Interval	Peak Discharge
100-year	2,300 cfs
50-year	2,065 cfs
25-year	1,800 cfs
10-year	1,450 cfs
5-year	1,190 cfs

REFERRED TO
Beard
Stoudamneyer
Cole
Sample
Erikson
Watson
Hager
Dorn
Lou
Return Discuss Do File Copy Dup
BY FINAL DESIGN ENGINEER

Field personnel interviewed Mr. Earl Braddock, a 30-year resident in the area, concerning his knowledge of flooding at the bridge site. According to Mr. Braddock, the creek has never been over the road with the highest water reaching the bottom of the beams.

HYDRAULIC DESIGN

The 100-year flood of 2,300 cfs was chosen as the design flood to conform with Washington County's flood plain policy. The estimated design high-water elevation is 181.2 feet (MSL). During the design flood, 300 cfs flows through the main channel with the remaining 2,000 cfs flowing through the overflow channel.

During the design flood, the existing structure spanning the main channel creates a negligible amount of backwater. For the main channel, a single span structure with a 35-foot clear span is suggested. Vertical abutments were assumed for the backwater calculations. This structure type maintains the status quo conditions and creates a negligible amount of backwater, and provides a normal waterway opening of 120 square feet below the design highwater elevation.

125-1387

The overflow channel conveys most of the floodwaters during a flood. It was assumed that the water on the flood plain will be in storage and not conveyed during a flood. With this assumption, the existing structure creates approximately 0.1 feet of backwater. A 55-foot-long single span structure with vertical abutments maintains the status quo conditions and creates 0.1 feet of backwater. This structure provides a normal waterway opening of 360 square feet below the design highwater elevation. For both the overflow channel and the main channel, the elimination of the piers in the waterway improves the flow characteristics through the bridge openings.

RIPRAP

It is suggested that the toe of the vertical abutments be protected with a 12-inch layer of class 50 loose riprap.

DWB:ge

cc	Frank Terpin	w/att.
	Walt Hart	"
	Jack Davis	"
	Don Harwell	"
	D. Christensen	"
	Bob Ewen	"
	Herb Schell, FHWA	"

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs	2000	2000	
Discharge – m³/s			
Frequency – yrs.	100	100	
H.W. Elevation Natural Channel ft.	181.2	181.2	
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	
H.W. Elevation Channel Change m.			
Average Velocity – fps	5.5-6.0	5.5-6.0	
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Overflow channel

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Rock Creek (NW 185th) Bridges
NW 185th Ave.
Washington County

COMPILED BY: Dave Bryson
DATE: May 25. 1979

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	300	300	
	m³/s			
Frequency – yrs.		100	100	
H.W. Elevation Natural Channel	ft.	181.2	181.2	
	m.			
H.W. Elevation Channel Change	ft.	—	—	
	m.			
Average Velocity	fps	2.5-3.0	2.5-3.0	
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Main channel*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Rock Creek (NW 185th) Bridges
NW 185th Ave.
Washington County

COMPILED BY: *Dave Bryson*
DATE: *May 25, 1979*

9442

May 21, 1979

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6994

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Rock Creek Bridges Section of N.W. 185th Avenue in Washington County.

Also attached for your files is a fully executed copy of an agreement concerning improvement of Walker Road (FAU 9070) at the Cedar Hills Boulevard Section in Washington County.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Gerald Wimer (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT: Rock Creek (N.W. 185th) Bridges
Washington County

Washington County is requesting the construction of a reinforced concrete bridges and the roadway between them. One bridge is approximately 75 feet long and the other approximately 45 feet long, both are to have a roadway 36 feet wide, with a sidewalk on east side. The roadway between the bridges is to have 2-12' AC travel lanes and 4'-6' gravel shoulders. No additional R/W. Roadway may be closed during construction. Signing and striping by county. Utilities are to be attached to structure. Construction engineering by State. P.E. was approved on October 24, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Washington Co.	Rock Creek (NW 185th) Bridges	$230,000	$202,400	$27,600

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

Approved:

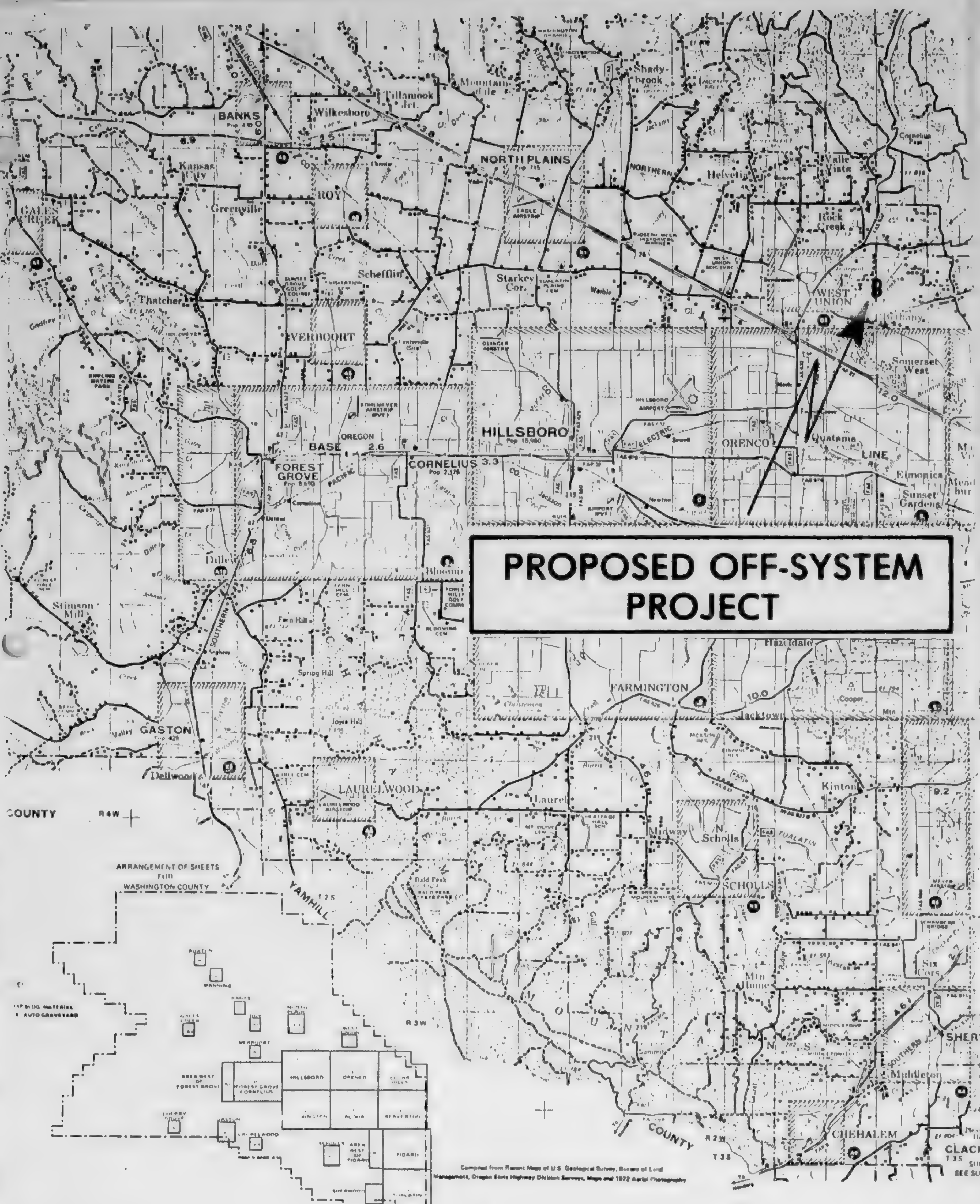
H S Coulter
State Highway Engineer

Date 2-13-79

2-14-[illegible]
[illegible]
Cy [illegible]

HR:dmc
Att.

81-125-1387



PROPOSED OFF-SYSTEM PROJECT

9412

January 10, 1979

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: Jo Ann Johansen
Clerk of the Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Rock Creek Bridges (2) Section of N.W. 185th Avenue in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9442

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	SOS-3400(2)
STATE PROJECT NO.	See below
COUNTY NAME	Washington
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90037

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	11-30-78
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Rock Creek (N.W. 185th Ave.) Bridges

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory and archeological salvage
☐ OTHER (Specify) TEC NTE $25,000 - F.F. $21,442

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter dated November 20, 1978.

DATE	11-30-78
SIGNATURE OF APPROVING OFFICIAL	G. J. Valach
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9442

L. 9

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

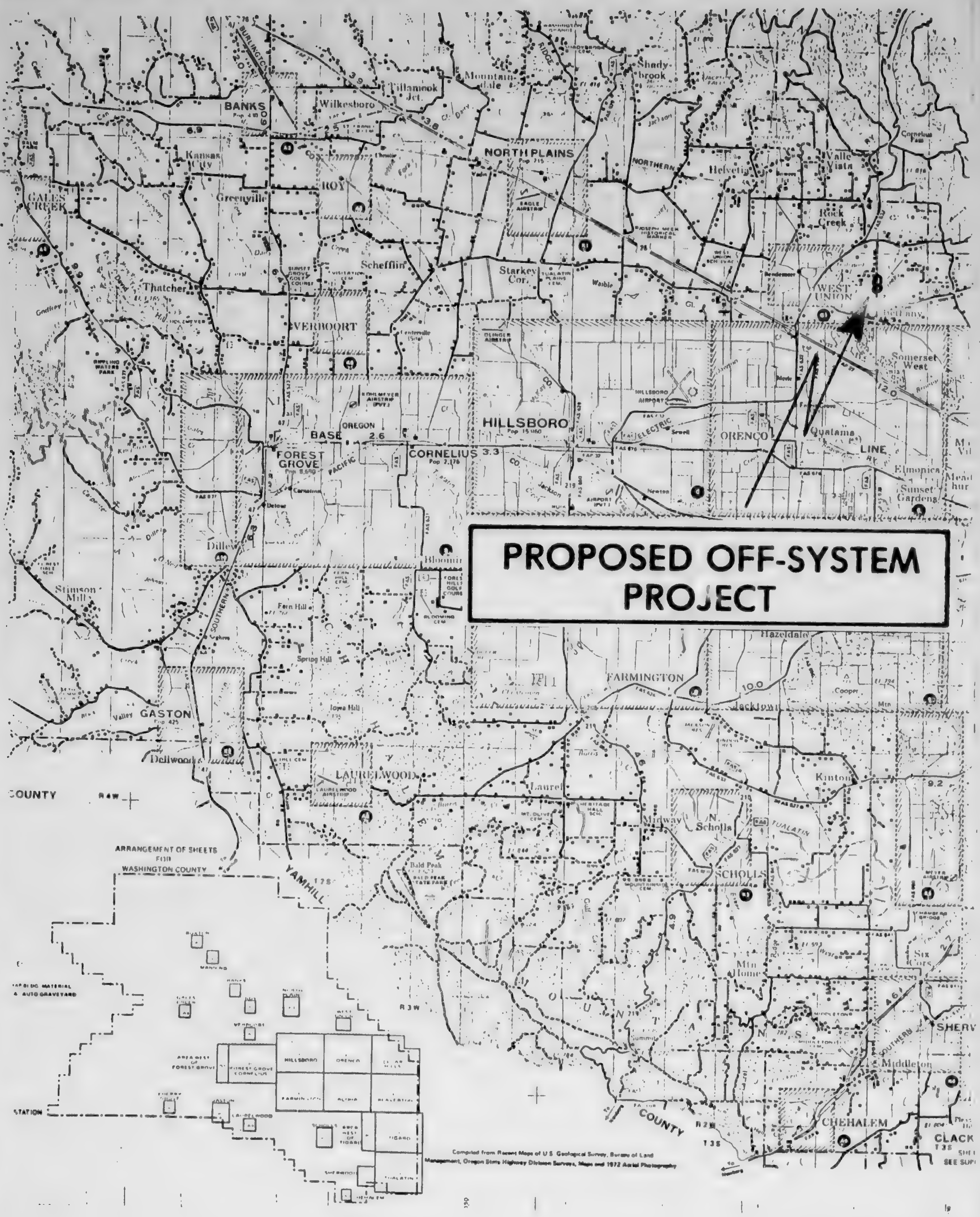
Washington County
Proposed SOS Project

Rock Creek (N.W. 185th) Bridges
M.P. 0.78 & M.P. 0.96

Grade, pave and 2 structures
PE Only
$25,000

For the construction of two reinforced concrete bridges and the roadway between them. One bridge is to be approximately 75 feet long and the other approximately 45 feet long, both are to have a 36' roadway. Sidewalk on the east side, roadway between is to have 2-12' AC travel lanes and 4-6' gravel shoulders. No additional R/W. Roadway may be closed during construction. Signing and striping by the County. Utilities are to be attached to structure.

Engineering by State



PROPOSED OFF-SYSTEM PROJECT

Compiled from Recent Maps of U.S. Geological Survey, Bureau of Land Management, Oregon State Highway Division Surveys, Maps and 1972 Aerial Photography

1982 Columbia R. Br.-SE Powell 9443
Blvd. Sec. of E. Ptld, Fwy.
(Pav, Str, Sign, Ill. & Sig.)

C&A 7820 – 3/14/83

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT March 3, 1986	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(83)308
COMPLETION DATE (Actual) 10/28/83	ACCEPTANCE DATE BY CONRTACT AGENCY May 24, 1985	TIME ELAPSED 99 %	CONTRACT TIME Calenadar Date 10/31/83

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE - S. E. POWELL BLVD.
EAST PORTLAND FREEWAY
Paving, Structure, Signing, Illumination & Signals

The contractor completed all of the contract work within the specified time limitations. The contractor did complete the main line paving by December 15, 1982 and this large section of I-205 was open to traffic then, approximately one year ahead of schedule.

This contract provided for construction of a fully reinforced concrete pavement between Powell Blvd. and the Jackson Bridge plus a short section across Government Island on Interstate 205. The project also included construction of several structures, a considerable amount of signing throughout the project, illumination and several signal installations.

The final cost of $20,836,000 is 2% over the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

eg
4/4

RECEIVED
HWY ENGR
APR 3 '86
REFER TO Fredrickson
Info | R/C | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4/2/86	TITLE Field Operations Engineer	DATE 4/2/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

June 7, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9443

Gentlemen or Ladies:

Contract No. 9443 awarded to Ball, Ball and Brosamer, Inc. & Ball and Brosamer, JV for work on the Columbia River Bridge-SE Powell Blvd. Section of the East Portland Freeway in Multnomah County was completed on July 6, 1984, and accepted by the State Highway Division on May 24, 1985.

Final payment in the amount of $326.21 will be released to the contractor after June 12, 1985. The total contract amount is $19,469,681.00 including $434,679.85 for work performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract which have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Ball, Ball and Brosamer, Inc. &
Ball and Brosamer, JV
PO Box 1007
Danville, CA 94526

Industrial Indemnity Co.
Attention: M. Hart
PO Box 7365
San Francisco, CA 94120

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

1-205

9443

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 19
DES 16

TO: MEMO TO THE FILE

DATE: September 17, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Standard Drawings for PCC Pavement

This memo documents my conversation with Bryant Jackmond concerning a claim on the Columbia River Bridge-S.E. Powell project.

Plans called for the construction of two lanes of continuously reinforced concrete pavement, along with continuously reinforced concrete shoulders. The claim is based on ambiguities in the plans surrounding the installation of tie bars between the travel lanes and the concrete shoulders. On this particular project the plans did not indicate, either in typical sections or in the Standard Drawings, the requirement for tie bars. The contractor was required to place these during construction and subsequently submitted a claim in excess of $100,000.

Bryant Jackmond requested that on future projects, where more than two lanes of concrete pavement are involved or where tied concrete shoulders are to be constructed, the plans indicate tie bars.

SHM:ja

Cys sent
9-18-84
ja

cc J. H. Versteeg
Don Adams
Bryant Jackmond
Art Brummitt
John Scofield

RECEIVED
STATE HWY ENGR
SEP 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

9443 1 4

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge — S.E. Powell Blvd.

WEEK ENDING: July 7, 1984

SECTION PREFIX: 626-1076

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: Columbia River Bridge-SE Powell Blvd.

KIND OF WORK: Paving, Structures, Signing, Illumination, & Signals

CONTRACTOR: Ball, Ball, & Brosamer, Inc. and Ball, and Brosamer, J.V.

CONTRACT NUMBER: 9443

FEDERAL AID PROJECT NUMBER: I-205-7(83)308

DATE OF CONTRACT: March 29, 1982

DATE WORK STARTED: May 4, 1982

ESTIMATED COMPLETION DATE: October 28, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE a)6-15-82 b)9-30-82 c)12-15-82 d)10-28-83

PERCENT OF TIME ELAPSED a) 72 b) 100 c) 100 d) 100

PROJECT AUTHORIZATION: $ 20,408,837.63

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 18,956,262.51

ENGINEERING AUTHORIZATION $ 1,452,575.12

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 19,480,132.08

ENGINEERING COST TO DATE $ 1,125,000.00

DATE PROJECT WAS COMPLETED a) 5-24-82 b) 9-30-82 c) 12-15-82 d) 10-28-83

ESTIMATED PERCENT: OVERRUN 3 %

PERCENT OF AUTHORIZATION 77 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

Asph Paving	DRAINAGE	GRADING	BASE	PCC Paving	Signing	Illumination	Traff Signals
100	100	100	100	100	100	100	100

	GRADING	Base	Asph Paving	PCC Paving	Conc. Bkwy. Surfacing
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,550 CY	55,800 T	10,250 T	122,550 CY	22,175 SY
TOTAL QUANTITIES CORRECTED TO DATE	31,610 CY	71,926 T	12,370 T	124,197 CY	18,066 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	31,610 CY	71,926 T	12,370 T	124,197 CY	18,066 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16045(A)	16044(A)	16046(A)						
PERCENT	100	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

CE E CAE RECEIVED LS TC
COE OM SA CC
CA JUL 10 1984 FE
CAM MA ✓
CP CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

We have received the completed PR-47 Report and the date of the Third Notification is July 6, 1984.

This is the final weekly report.

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP·F216

I-205

– DES 16

June 11, 1984

James W. McNamee
Project Manager

Norman L. Henry
Design Supervisor

Columbia River Bridge - S.E. Powell Blvd.
East Portland Freeway
Contract 9443

This letter acknowledges receipt of your construction narrative.

We appreciate the time and effort that went into your report as it will be helpful to us in the preparation of future construction plans.

NLH:bn

944

5

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(83)308
Columbia River-SE Powell Blvd. Section
East Portland Freeway
Contract 9443, SFO #25

Date: November 2, 1983

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

This State Force Order is hereby returned without approval for Federal participation. This will confirm our previous verbal advice that we do not object to the work, but consider it not eligible for Federal funding.

During the design stage we strongly suggested a traffic pattern more consistent with driver expectancy and conventional patterns-of-operation. The constructed layout was insisted upon by the City of Portland with the support of Multnomah County and without objection by ODOT. A change at this time is considered within the scope of maintenance and operations.

G.K. Hossner
for Dale E. Wilken

attachment

cc:
OSHD (E Hardt)
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
NOV 3 '83
REFER TO Keasey
FOR
Info ☐ Invs ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ Fil ☐

Orig to [illegible]
11/7

CITY OF
PORTLAND, OREGON
OFFICE OF PUBLIC WORKS

Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

13 September 1983

OM IA OE [illegible] CE
[illegible] RECEIVED AE
FS SEP [illegible] 1983 [illegible]
CA Metro Region IAM
SO PA EA RUD LM

Dear Interested Citizen:

Because of your previous interest, I'm writing to inform you of a recent change at the Division/I-205 interchange. At the request of the Multnomah County Sheriff and the County Commissioner, ODOT agreed to a temporary change in lane arrangements. This change is intended to remedy the safety problems caused by drivers making lane changes at the last minute. Ed Hardt, the Highway Division's Metro Region Engineer, has notified me that effective September 9th, lanes on westbound Division were restriped to provide one left turn lane, one through lane and one option lane.

The city is concerned that this will allow increased through traffic on Division and parallel neighborhood streets. Therefore, this change is temporary - we are looking for a physical solution that meets safety objectives without overloading Division. We are preparing an analysis of future traffic conditions and alternate means of meeting this objective. When the technical information is available, it will be reviewed by affected neighborhoods. You will be contacted when that information becomes available in November. In the meantime, if you have further questions, please feel free to call Joe Walsh at 796-7704.

Thank you for your interest in this issue.

Sincerely,

Mike Lindberg

Commissioner Mike Lindberg

ML:JW:db

CE RECEIVED OM
CAE CA
FOE LS
OCS OCT 13 1983 TC
SCS FE
SEQ CONSTRUCTION SECTION CP

P

ORDER FOR FORCE WO

ORDER No. 25

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9443

PROJECT NAME Columbia River Bridge -- SE Powell Blvd. DATE August 29, 19 83

HIGHWAY East Portland Freeway FAP No. I-205-7(83)308

COUNTY Multnomah PREFIX 626-1076 FUNCTION 270-25

DESCRIPTION OF WORK TO BE DONE: Revise WB lane use on SE Division St. to provide two WB thru lanes.

LOCATION BY STATION NUMBERS: Div. 14-25

ESTIMATE OF QUANTITIES & COSTS: Labor, materials, and equipment = $4,000.00

EXPLANATION: Per agreement between City, County, & State.

Prepare a separate order for each type of force work. Submit the original as indicated below

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . . . $

Estimated Overrun Underrun Amount . . . . . $

Estimated Overrun Underrun Percent

SUBMITTED BY: James W. McNamee

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: Duane O. Christensen 9/6/83 Construction ~~or Traffic~~ Engineer

Acting

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Columbia River Bridge -- SE Powell Blvd.				CONTRACT NO. 9443
HIGHWAY East Portland Freeway		COUNTY Multnomah		PREFIX 626-1076
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $	PROJECT AUTHORIZATION $	EST. PROJECT COST WITH ORDER $	OVERRUN %	F.A. PROJECT NO. 1-205-7(83)308
ESTIMATED STARTING DATE*	OR DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☐ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER)
SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) J W McNamee James W. McNamee	DATE 8/29/83	FOR ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN)	DATE FOR ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Al Harwood BY James McNamee DATE 8-26-83

George Gadeholt BY James McNamee DATE 8-23-83

Duane Christiansen BY A. Harwood DATE 9-1-83

Cliff Christianson BY A Harwood DATE 9-2-83

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM—

BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):

BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

OM MRE OE PPM CE
TCS RECEIVED ME
US AUG 30 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

☐ CONTINUED ON ADDITIONAL SHEET(S)

* PT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVALS

STATE OF OREGON

INTEROFFICE MEMO

-handed to Geo.
11 Am 8/24 -
cp

TO: GEORGE GADEHOLT
Asst. Metro Region Traffic Op. Superv.

DATE: August 24, 1983

ELH/cp

FROM: EDWARD L. HARDT
Metro Region Engineer

OM MKE OE PPM CE
TOS ME

SUBJECT: TRAFFIC PATTERN CHANGE
DIVISION STREET SOUTHBOUND ON-RAMP
TO I-205/POWELL BLVD.

Attached is an August 10 letter from Mu
Nicholas requesting that the Highway Di
in the traffic lanes on Division Street
I-205 southbound on-ramp. The request i
optional left turn or straight through.
would prefer that we not make this chang
that they are currently doing, I met on
Dennis Buchanan, Bebe Rucker, City of Po
and Steve Dotterrer to discuss this conf
would go ahead and make the change subje
of the City's traffic study. That is to
the two lanes should not be allowed to proceed west on Division, then we will, in conjunction with the City and the County, agree on some future changes.

Ron/Geo -
pls let me
know when
change will be
made so I can
notify County. Pls
return this. ELH

That being the case, I would like you to immediately see to making the changes on Division Street. Lee Gunderson has talked to Bob Johnson of the County about the phasing of the traffic signal and I believe the two are in agreement. You mentioned that there would have to be some signing changes and some pavement legend changes made. Please coordinate these operations, decide at the earliest date when the change can be made, and have it done. I apologize for having to lay this burden on you, but I'll be gone August 24 through 26 and I'd like to get the change started. If you get any inquiries from citizens or the media, the reason we're making the change is that the County has, through the sheriff, found that there is some degree of accident problem with the present traffic pattern and the County has requested that we make the change because of this. Division Street is a County Road and the County does have legal jurisdiction and responsibility for its operation, so we're going ahead with the request. We are also cooperating with the City on their study and whatever findings it comes up with, we'll be working with the City and the County on carrying those out.

Also, I'd like you to make a traffic count of some kind before and after we make the change to get some idea as to what the affect of this change is on the traffic that goes through on Division Street.

Done 9/9/83

ELH/cp
Attachment
cc Vickie Rocker

STATE OF OREGON

INTEROFFICE MEMO

–handed to Geo.
11 Am 8/24 –
cp

TO: GEORGE GADEHOLT
Asst. Metro Region Traffic Op. Superv.

DATE: August 24, 1983

FROM: EDWARD L. HARDT ELH/cp
Metro Region Engineer

SUBJECT: TRAFFIC PATTERN CHANGE
DIVISION STREET - SOUTHBOUND ON-RAMP
TO I-205/POWELL BLVD.

OM ME OE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Attached is an August 10 letter from Multnomah County Engineer Larry Nicholas requesting that the Highway Division immediately make a change in the traffic lanes on Division Street westbound as they approach the I-205 southbound on-ramp. The request is that the center lane be made optional left turn or straight through. Knowing that the City of Portland would prefer that we not make this change now because of a traffic study that they are currently doing, I met on August 23rd with County Executive Dennis Buchanan, Bebe Rucker, City of Portland Commissioner Mike Lindberg, and Steve Dotterrer to discuss this conflict. It was agreed that we would go ahead and make the change subject to any findings that come out of the City's traffic study. That is to say, if the study indicates that the two lanes should not be allowed to proceed west on Division, then we will, in conjunction with the City and the County, agree on some future changes.

That being the case, I would like you to immediately see to making the changes on Division Street. Lee Gunderson has talked to Bob Johnson of the County about the phasing of the traffic signal and I believe the two are in agreement. You mentioned that there would have to be some signing changes and some pavement legend changes made. Please coordinate these operations, decide at the earliest date when the change can be made, and have it done. I apologize for having to lay this burden on you, but I'll be gone August 24 through 26 and I'd like to get the change started. If you get any inquiries from citizens or the media, the reason we're making the change is that the County has, through the sheriff, found that there is some degree of accident problem with the present traffic pattern and the County has requested that we make the change because of this. Division Street is a County Road and the County does have legal jurisdiction and responsibility for its operation, so we're going ahead with the request. We are also cooperating with the City on their study and whatever findings it comes up with, we'll be working with the City and the County on carrying those out.

Also, I'd like you to make a traffic count of some kind before and after we make the change to get some idea as to what the affect of this change is on the traffic that goes through on Division Street.

Done 9/9/83

ELH/cp
Attachment
cc Vickie Rocker

125-1387

THE OREGONIAN, WEDNESDAY, AUGUST 10, 1983

County puts traffic problem in city's lap

By PHIL ADAMSAK
of The Oregonian staff

A traffic problem near an I-205 freeway entrance was transplanted across the city limits into Portland Tuesday in a move that could rekindle a feud between suburban and city neighborhoods.

Multnomah County Commissioners, impatient with what they said was Portland traffic engineers' slowness in studying traffic problems in three Southeast neighborhoods, told County Engineer Larry F. Nichols to go ahead and open another westbound lane on Southeast Division Street immediately.

The change will ease a serious lane-changing problem on Division at I-205 by making it easier for cars to continue west into the city's Mount Tabor neighborhood, Nicholas said.

Three lanes of westbound traffic divide at I-205. Two become mandatory left-turn lanes to a freeway entrance; the third is a straight-through lane.

The board proposed last March to make the second lane an optional turn lane, but the city's chief transportation planner, Steven W. Dotterer, asked for time to find a route for the increased traffic that would penetrate the neighborhoods to the west.

Tempers were hot and a large crowd attended that hearing in the board room. Oregon Fair Share chapter members demanded better traffic flow for westbound suburbanites, while neighborhood representatives demanded protection for their residential streets.

Sheriff Fred Pearce testified then that drivers trapped in the must-turn lanes were dangerously breaking ranks into the single through lane and many accidents resulted.

He also said that rush-hour delays were overloading the northbound freeway off-ramp, pushing the queue back onto high-speed lanes.

"I thought we'd settled that once," Commissioner Earl Blumenauer said about a decision made last March that hadn't yet been carried out.

Nicholas explained that he and the Oregon Department of Transportation have held back while the city tried to find ways to route the traffic without overloading Division through those neighborhoods, where it narrows to a single westbound lane.

Commissioners told him to call the state office immediately and order signs for the lane change.

Later, the city's Dotterer was surprised at their decision.

"We asked them not to do that; there were solutions to the safety problem without going to a higher capacity on Division."

He said Division narrows at Southeast 60th Avenue, and cars turn into residential areas on either side to escape the traffic jam.

"There's not much chance of speeding up our study. It was just getting under way because we were advised by the state to wait until the freeway had been open at least three months, so driving habits would get settled down."

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

August 10, 1983

Mr. Edward L. Hardt
Metro Region Engineer
Department of Transportation
Highway Division
Region 1
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: I-205-Division St. Interchange

Dear Mr. Hardt:

The Multnomah Board of County Commissioners has instructed this office to communicate to you its immediate desire to implement the corrective measures necessary to allow the westbound option to the center traffic lane on SE Division and I-205 in accordance with the Resolution of March 17, 1983.

The Multnomah County Sheriff's office has also requested immediate modification per the subject Resolution, citing serious traffic hazards which exist with the present condition.

Would you please advise of the approximate date this modification will be completed.

Your cooperation in this matter is appreciated.

Sincerely,

Larry F. Nicholas

Larry F. Nicholas, P.E.
County Engineer

cc: James R. Thacker, Sheriff's Office
Don Bergstrom, City of Portland
Commissioners Biskar, Miller, Shadburne, Blumenauer, McCoy

LFN:bb

CITY OF
PORTLAND, OREGON
BUREAU OF PLANNING

Mildred A. Schwab, Commissioner
Terry D. Sandblast, Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7701

Code Administration 796-7700 Land Use 796-7700 Transportation 796-7700 Urban Design 796-7702

11 May 1983

Commissioner Gordon Shadburne
County Courthouse
Portland, OR 97204

Dear Commissioner Shadburne:

Commissioner Schwab has asked that the Bureaus of Planning and Traffic Engineering respond to your letter inquiring as to the city's plans for the I-205 and Division interchange. We appreciate your consideration of the city of Portland's views, as this is clearly an issue that affects both county and city residents and neighborhoods.

Very briefly, the current arrangement responds to concerns about the impacts of full freeway access on Division and parallel local streets west of I-205 - streets which are now at or above their capacity. Limiting off-ramp turning movements onto Division, provision of a Division-Powell frontage road, and widening of Powell between the freeway and the Ross Island Bridge were part of the strategy to minimize through traffic on minor arterials and local streets.

While we have no problem with relaxing the turn restrictions at Powell, we are not prepared to endorse such a change at Division. City staff has recommended to the Council in the attached report that enough time be allowed for the public to become familiar with the I-205 traffic patterns before considering changes, and has proposed that a staff report and recommendation on the matter be presented to the Council approximately Sept. 1.

In the meantime, our bureaus will be working with ODOT and county staff to remedy any safety problems that may be caused by the lane configuration at Division and I-205, and we will complete the study of the Division interchange, as proposed in our February 15 report to Council. Copies of the report and recommendations will be provided to the County Commission and staff when they are complete.

Sincerely,

Terry D Sandblast
D.E. Bergstrom

Terry Sandblast, Bureau of Planning
Don Bergstrom, Traffic Engineering

TS:DB:JW:db

Attachment

PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
D. F. Bergstrom, City Traffic Engineer
120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969
(503) 796-5185

OM MRE OE PPM CF
TCS RECEIVED ME
US MAY 17 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

May 6, 1983

Ed Hardt, Metro Region Engineer
Oregon Department of Transportation
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

SUBJECT: Traffic Control Changes at Powell Blvd. and I-205
Division Street and I-205

This is in response to your memo of April 8 regarding the above. You asked two questions which, after a series of meetings with other City staff, I can answer as follows:

The City's position is that the City should have control over traffic patterns at the I-205 Freeway and Powell Blvd. now that that change has been annexed and is within the City Limits of Portland.

Further, the City on the basis of favorable action by the Multnomah Board of County Commissioners and recognizing that the results of this change will directly affect Powell Blvd. east of the City of Portland agree to (1) allow a right turn from northbound off-ramp to eastbound on Powell Blvd. and (2) to allow a right turn from westbound on Powell Blvd. to the northbound freeway on-ramp.

I also reviewed with City staff the proposal to change present control of the middle lane of traffic on S. E. Division Street at I-205. I personally contacted Mr. Hudson with Multnomah County, representative of the Sheriff's Office and Carl Vistica of the Oregon State Highway Division and was unable to obtain any reports of traffic accidents at this location for the time period beginning March 8, 1983 to the present. Observations, however, indicate that a number of motorists are making abrupt lane changes from this center lane to the right lane in order to continue west on Division and that some motorists are continuing westbound from the middle lane in violation of the present signs.

There is also considerable concern by a number of neighborhoods within the City of Portland that any change in the present arrangement will result in undesirable increases in traffic flow on Division Street and the City at this point does not have any traffic data which could be used to estimate the volume changes on Division Street in side the City Limits if the proposed change on Division Street at I-205 was made.

The City is, therefore, recommending that no changes be made at the present time in the existing lane control, that this change be part of the overall study of I-205 and Division that the City is going to make in July and August of this year, and finally that the State Highway Divsion look at the existing signing for westbound Division Street traffic to determine if additional signing is necessary to inform all westbound motorists on Division that those wishing to continue on Division past the I-205 interchange must use the right lane.

Specifically, we are suggesting advance signing to the east of I-205 and then adding Division Street to the present westbound Seattle sign at the I-205 interchange.

For your information, I am also enclosing a copy of a letter that the City has sent to Commissioner Shadburne of Multnomah County.

If you have any questions or would like to discuss the City's recommendations, please give me a call.

D. E. Bergstrom
City Traffic Engineer

DEB:jjp

cc: Elsa Coleman, Commissioner Lindberg's Office
Terry Sandblast, Bureau of Planning

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 8, 1983

In Reply Refer To
File No.

Don Bergstrom
City of Portland Traffic Engineer
1120 SW 5th Ave., Room 902
Portland, OR 97204

On March 17, 1983 the Multnomah County Commission met and heard arguments for revising the traffic patterns where I-205 joins up with Powell Blvd. and Division St. in southeast Portland. The Commission approved three changes: (1) to allow a right turn from the northbound off-ramp to eastbound on Powell Blvd., (2) to allow a right turn from westbound on Powell Blvd. to the northbound freeway on-ramp, and (3) to make the center lane on westbound Division, as it goes under I-205, an optional lane that can either make a left turn onto the freeway or continue westbound on Division St.

I have two questions for you:

1. Powell Blvd., easterly to the limits of I-205, has recently been annexed to the City of Portland. Up to that point I have assumed that the traffic patterns on Powell Blvd. are the responsibility of Multnomah County and the patterns on Division St. are the responsibility of the City, based on direction that we received from the respective bodies when the freeway was designed. Because of the recent annexation, does the City of Portland feel that they should have any control over the traffic patterns to and from the freeway and Powell Blvd.? I'm about to have the changes mentioned above on Powell Blvd. put into effect and I would like to know as soon as possible whether the City has any objections.

2. The reason for the change of the middle lane of traffic on Division St. mentioned above is the wide-spread concern heard at this and other meetings about the safety problems of the lane that has to make the left turn presently onto the freeway from Division St. I now have direction from Multnomah County to make this traffic pattern change. Does the City of Portland have any objection to this change? I need to know this also as soon as possible.

Edward L. Hardt
Metro Region Engineer

Section 171.3 [illegible] R. Br. – Powell Blvd
Programming Estimate $ 29,400,000
Highway E. Portland Frwy
Project Length 6.66 mi
County Multnomah
Completion Time 10-31-83
Kind of Work [illegible] Structures, Surfacing, Illum & Signals
Est. Comp. Date —
Prefix H [illegible]
Letting Date 3-4-82
Project No. I-205-7(83)308

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt A.	Alt. B
Estimated Contract Amount		$\$25{,}735{,}610^{50}$	$25{,}733{,}907^{75}$
Anticipated Additional Items:			
~~Royalty Payment~~. Move, Adj. or Cap Manholes & Inlets	5,000		
~~Permit Fees~~ Clean & Repaint Retaining Walls	15,000		
~~Slide Correction~~ Video Inspect. Drainage System	15,000		
Railroad Protective Costs	7,300		
~~Other Railroad Costs~~ S. Banfield Structure Footings	175,000		
~~Permanent Signing~~ Water Control, [illegible] Area	75,000		
Permanent Pavement Striping	3,000		
Temporary Pavement Striping	2,600		
Remove Pavement Striping (Exist. & Temp.)	1,200		
Temporary Erosion Control	8,000		
State Furnished Signal Programs	4,500	$413,806	413,800
~~Roadside Seeding & Mulching~~ Temporary Bypass Signing	10,000		
Asphalt Cement Adjustment	25,000		
On the Job Trainees ($0.80 x 7,000 hrs.)	5,600		
State Responsibility for Damages	1,000		
Signal Controller Testing	13,300		
~~"OPTICOM" Testing~~ Signal Turn-On	4,000		
Bikeway Signs	10,000		
~~Bikeway Striping & Legend~~ Permanent Tfc. Recorder	7,700		
Watering During Establishment Period	300		
2nd Yr. Landscape Establishment (State Forces)	2,000		
Adjust Utilities . . Parkrose Water District	7,500		
3rd Yr. Landscape Establishment (State Forces)	2,400		
[illegible] Lighting Revision	3,000		
Electrical Wiring by PP&L	1,000		
TP & D. Govt Island - Airport Way	8,500		
	Subtotal	$\$26{,}149{,}416^{50}$	$26{,}147{,}707^{75}$
Contingencies (4-1/2%)		$1{,}176{,}723^{47}$	$1{,}176{,}646^{85}$
Engineering [✓ 8,] 9, 10%)		$2{,}091{,}952^{89}$	$2{,}091{,}816^{62}$
	Subtotal	$\$29{,}418{,}086^{81}$	$29{,}416{,}171^{22}$
Credit for Concrete Barrier (6000 @ $3.00)		$-18{,}000^{00}$	$-18{,}000^{00}$
Estimated Net Authorization, Construction		$\$29{,}400{,}086^{81}$	29,398,171

APPROVED

Road Design Engineer

Pat Brammett

OREGON TRANSPORTATION COMMISSION
CONTRACTORS TO WHOM PLANS HAVE BEEN FURNISHED
AS OF FEBRUARY 22, 1982
FOR PROJECTS ON WHICH BIDS ARE TO BE RECEIVED MARCH 4, 1982

1. Multnomah — Columbia River Br. - S.E. Powell Blvd.
Paving, Structures, Signing,
Illumination & Signals

(HOLDERS OF BIDDING PLANS)

Acme Concrete Co., PO Box 2503, Spokane, WA 99220; (509)535-3081
Babler Bros., Inc., 6201 SE Lake Rd., Milwaukie, OR 97222; 654-6543
Ball Ball & Brosamer, PO Box 1007, Danville, CA 94526; (415)837-0231
Cascade Const. Co., PO Box 4267, Portland, OR 97208; 222-6421
Chapin & Chapin, PO Box 568, Norwalk, OH 44857; (800)537-1605
Christenson Elec., 111 SW Columbia, Suite 480, Portland, OR 97201; 241-4812
Claterbos, Inc., Rt. 1 Box 984, Astoria, OR 97103; 325-2589
Columbia Excav., PO Box 278, Tualatin, OR 97062; 625-5542
Columbia Pacific Const., PO Box 1244, Lake Oswego, OR 97034; 635-3774
J. C. Compton Co., PO Box 768, McMinnville, OR 97128; 472-4155
Dirt & Aggregate Intch., 20905 NE Sandy Blvd., Troutdale, OR 97060; 661-5093
East Co. Elect., 3340 Carpenter Ln., Gresham, OR 97030; 663-4714
Eisenhour Const. Co., 925 S. Niagara, Suite 270, Denver, CO 80224; (303)355-2343
Elting Inc., PO Box 366, Clackamas, OR 97015; 656-0954
Eucon Corp. of Idaho, PO Box 2327, Pasco, WA 99302; (509)547-0751
Eugene Sand & Gravel, PO Box 1067, Eugene, OR 97440; 683-5741
Fabricators Inc., 2705 Lancaster Dr., Salem, OR 97305; 363-2479
W. R. Grasle Co., PO Box 4123, Portland, OR 97208; 226-6771
Hamilton Electric, PO Box 708, Eugene, OR 97440; 485-4455
R. A. Hatch Co., PO Box 201, Bend, OR 97709; 382-8418
Havlik Const., Rt. 1 Box 84, Scappoose, OR 97056; 543-2214
K. F. Jacobsen, PO Box 02215, Portland, OR 97202; 239-5532
Kasler Corp., PO Box 387, San Bernadino, CA 92402; (714)884-4811
Peter Kiewit Sons' Co., PO Box 1769, Vancouver, WA 98668; (206)693-1478
Krypton Mineral Ind., 186 Oswego Summit, Lake Oswego, OR 97034; 636-6929
Lakeside Ind., PO Box 576, Longview, WA 98632; (206)423-6882
Ken Leahy Const., 17645 SW Tualatin Valley Hwy., Beaverton, OR 97006; 642-5676
M & M Electric, 1600 Auburn Blvd., Sacramento, CA 95815; (916)929-0150
Mocon Corp., PO Box 3258, Salem, OR 97302; 399-1470
Northwest Const., 11831 120th NE, Kirkland, WA 98033; (206)823-2233
Progressive Contractors, 8736 Zachary Ln., Osseo, MN 55369; (612)425-4515
Riedel International, PO Box 3320,, Portland, OR 97208; 285-9111
S. C. C. I., Inc., 1922 McGilchrist SE, Salem, OR 97302; 364-7501
Sims Electric, 721 SE Oak, Roseburg, OR 97470; 673-5521
S. D. Spencer & Son, PO Box 1797, Vancouver, WA 98668; 256-1220
Sproul Excavating, 15880 SW 79th St., Tigard, OR 97223; 620-5646
Stillwell Const., PO Box 3746, Bellevue, WA 98009; (206)747-2900
Tri-City Electric, PO Box G, Pasco, WA 99302; (509)547-7784
Westcoast Elec. of Washington, 18250 68th Ave. S, Kent, WA 98031; (206)251-8350
Wildish Construction, PO Box 742, Eugene, OR 97401; 746-2571
S.J. Groves & Sons Co., 2255 116th Ave. NE, Bellevue, WA 98004; (206) 455-1070

(HOLDERS OF INFORMATIONAL PLANS)

A-1 Sandblasting & Steam Cleaning, 6117 NE Portland Hwy., Portland, OR 97218; 281-7353
Acme Highway Products, 168 Creekside Dr., Amherst, NY 14150; 760-6433
Acme Highway Products, 8788 SE 137th St., Happy Valley, OR 97236; 760-6433
Aichele Landscaping Inc., 11360 SE Stevens Rd., Portland, OR 97266; 654-8816
Ajax Electric Co., 5940 NE 45th, Portland, OR 97218; 288-5933
Ameron Pole Products Div., PO Box 88359, Seattle, WA 98188; (206)575-1360
Ameron, PO Box 7306, Oakland, CA 94601; (206)575-1360 (Seattle)
Amerson Excavating Co., Rt. 1 Box 214, Carlton, OR 97111; 852-7222
Anderson's Erosion Control Inc, PO Box 205, Junction City, OR 97448; 998-2062
Aphis Readymix, PO Box 1019, Camas, WA 98607; (206)892-5100
Armco Steel, PO Box 517, Hillsboro, OR 97123; 648-4123
Baert's Metal Products, PO Box 250, Sandy, OR 97055; 668-4166
Jack Barger, 15108 NE 8th St., Vancouver, WA 98664; (206)254-6035
Harlan Baxter & Assoc., PO Box 6453, Bellevue, WA 98007; (206)746-6538
Berg-Stubbert Const., 4237 West 5th, Eugene, OR 97402; 342-7570
L. Bernhardt Landscaping, 7340 SW Miller Hill Rd., Beaverton, OR 97007; 649-3535
Bethlehem Steel Corp., PO Box C-3827, Seattle, WA 98124; (206)938-7076
Better Half Inc., 8850 SE 76th Dr., Ste. 1, Portland, OR 97206; 774-0487
Bo-Rite Co. Inc., 3631 Interlake Ave. N., Seattle, WA 98103; (206)634-1220
Bogart Const., 87825 Huston Rd., Veneta, OR 97487; 935-2427
Bugge Investment Inc., PO Box 10425, Portland, OR 97210; 286-9431
Burke Co., 5750 NE Hassalo St., Portland, OR 97213; 287-4151
By Town Pipe, PO Box 157, Hillsboro, OR 97123
C-2 Utility Contr., PO Box 683, Eugene, OR 97440; 683-3100
Capital Ent. & Eng., 4357 Orchard Hts Rd. NW, Salem, OR 97304; 363-9290
Carver Equip. & Excav., 8925 SE Monterey St., Portland, OR 97266; 659-7052
Cascadian Landscapers, 13495 NW Thompson Rd., Portland, OR 97229; 645-3351
Castile Landscaping, 20055 SW Pacific Hwy., Sherwood, OR 97140; 625-6104
Clarke Electric, PO Box 10326, Eugene, OR 97440; 342-7788
Douglas S. Coats, PO Box 311, Bend, OR 97709; 382-7330
Columbia Fence Company, 2410 NW Burnside Ct., Gresham, OR 97030; 665-7146
L. K. Comstock & Co., 3732 Mt. Diablo Blvd. #280, Lafayette, CA 94540
L. K Comstock & Co., 1200 Jadwin #545, Richland, WA 99352
Con-Seal Specialty, 380 King St., Layton, UT 84041; (801) 544-2693
Concrete Prod. Co., 3311 SW Fir Ridge Rd., Lake Oswego OR 97034 (509)586-3550 (WA)
Concrete Prod. Co., 1420 E. 3rd, Kennewick, WA 99336; (509)586-3550
Complete Gardening Serv., 1625 NE Killingsworth, Portland, OR 97211; 287-4900
Coral Const. Co., PO Box 850, Canby, OR 97013; 651-2142
Coral Sales Corp., PO Box 577, Clackamas, OR 97015; 655-6351
Coral Construction Co., PO Box 850, Canby, OR 97013; 651-2142
Crawford Waterproofing Inc., PO Box 5815, Portland, OR 97228; 222-3843
Cushing Bros. Inc., PO Box 7215, Salem, OR 97303; 585-4000
Cyclone Fence Co., 2345 NW Nicolai St., Portland, OR 97210; 226-7305
D & G Concrete Co., 4115 Shannon, Eugene, OR 97404; 689-8394
D & L Landscaping, 2049 SE 157th Ave., Portland, OR 97233; 760-3181
Davis Landscape Nursery, 6922 E. 4th Plain Blvd., Vancouver, WA 98661; (206)696-0344
Deborron Investments, 1367 Illinois Ave., Coos Bay, OR 97420; 267-5896

(HOLDERS OF INFORMATIONAL PLANS) - Continued

James T. Dowler, PO Box 97, Independence, OR 97351; 838-1201
Eagle Crest Const., 3419 13th Ave. SW, Seattle, WA 98134; (206)621-8390
Eagle-Elsner, PO Box 23294, Tigard, OR 97223; 249-5831
Econolite Control Products Inc., PO Box 6150, Anahiem, CA 92806
EDOCO, 22039 S. Westward, Long Beach, CA 90810; (213)834-3401
Electric Corp., PO Box 12186, Salem, OR 97309; 364-6211
Electrical Spectrum, PO Box 6053, Portland, OR 97228; 641-2727
EMI Inc., 6505 Fruitland Rd., Salem, OR 97301; 585-1690
Richard Erdmann, 2929 NW 29th Ave., Portland, OR 97210; 221-5035
Eoff Elect. Co., 156 Front St. NE., Salem, OR 97301; 363-9291
Erosion Control, PO Box 1268, Grants Pass, OR 97526; 479-5394
Farwest Rebar, PO Box 889, Eugene, OR 97440; 726-7323
R. J. Ferrante Landscp., 3810 SE Bybee Blvd., Portland, OR 97202; 775-0079
Fischbach & Moore Inc., PO Box 23755, Tigard, OR 97223; 620-5510
Foress Co., 30255 Hwy 34, Albany, OR 97321; 928-5858
L. B. Foster Co., PO Box 385, Clackamas, OR 97015; 657-0700
Fouch Electric, PO Box 3109, Portland, OR 97227; 224-5601
G & H Steel Services, PO Box D-1, Elma, WA 98541; (206)482-2771
G & S Const., PO Box 505, Gresham, OR 97030; 661-6180
Galvanizer's Co., 2406 NW 30th St., Portland, OR 97210; 281-4646
Garrett & Randall Const., 5072 Lava Ct. SE, Salem, OR 97306; 371-8353
General Electric Co., PO Box 909, Portland, OR 97207; 221-5031
Glasco, 6745 Pierce Ct. N., Salem, OR 97303; 393-2688
Goldie Gentle Const., 5241 NE 89th Ave, Portland, OR 97220; 255-0718
John R. Gosney, 8303 3rd Ave. SE, Lacey, WA 98503
Gradeline Const., PO Box 7713, Salem, OR 97303; 364-2638
Greenberry Tank & Iron, PO Box 1990, Corvallis, OR 97339; 757-8458
Hansen Electric, PO Box 1228, Coos Bay, OR 97420; 267-2143
Ken Hansen Excav., 9027 SE Stark, Portland, OR 97216; 255-1442
Hansen & Rowland, PO Box 1633, Tacoma, WA 98401; (206)627-1161
Harmony Gardens, 037 SW Hamilton, Portland, OR 97201; 223-1902
Hees Enterprises, PO Box 158, Beaverton, OR 97075; 641-2727
R. A. Heintz Const., PO Box 11005, Portland, OR 97211; 285-9886
Hertz Electric, PO Box 577, Albany, OR 97321; 926-1514
J. M. Hess Co., Rt. 5 Box 5890, Nampa, ID 83651; (208)466-7749
Hildebrand Concrete Co., 12010 NE 28th St., Vancouver, WA 98662; (206)256-8306
Hogan Manufacturing, 2738 SW Hwy 26, Madras, OR 97741; 475-3052
Hopsing Const., PO Box 12734, Salem, OR 97309; 393-9636
Hoys True Value Hdw., 27916 Meridian Hts Lp., Sweet Home, OR 97386; 367-2221
Huston Welding, 522 N. Molalla Ave., Molalla, OR 97038; 829-6106
Ideal Cement Co, PO Box 405, Vancouver, WA 98665; 228-7288 (OR)
Island Landscaping, 12200 N. Jantzen Ave. Suite 440, Portland, OR 97217; 289-1136
R. B. Johnson Co., PO Box 477, McMinnville, OR 97128; 472-2430
Junlo Corp., 2646 SE 73rd Ave., Portland, OR 97206; 774-5022
Junlo Corp., 12908 62nd Ave. E., Puyallup, WA 98373; 774-5022
Kaiser Cement, PO Box 3716, Seattle, WA 98124
Kaspac Corp., PO Box 02178, Portland, OR 97202; 231-0652

(HOLDERS OF INFORMATIONAL PLANS) - Continued

Kubel Enterprises, 925 Secret R. Dr. #E, Sacramento, CA 95831; (916)422-2632
L & O Const., Rt. 2 Box 346, McMinnville, OR 97128; 472-6928
Lady's Const., 11811 SE Hwy 212, Clackamas, OR 97015; 655-7193
Lightolier Inc., 0324 SW Abernethy, Portland, OR 97201; 223-5962
Linnco Electric, PO Box 925, Albany, OR 97321; 926-4266
M.C.H. Contractors, 3310 Perkins NE, Salem, OR 97303; 393-6910
Tom Lunday, PO Box 13003, Portland, OR 97213; 284-4878
M.C.H. Contractors, 3310 Perkins NE, Salem, OR 97303; 393-6910
M & J Electric Inc., PO Box 4529, Portland, OR 97208; 284-5068
Majestic Lightweight & Con., 8420 SE Oak Pl., Portland, OR 97266; 777-4777
Malcar Associates, 220 SE 28th, Portland, OR 97214; 233-8755
Marmolejo-Hewson, 980 NW Wade St., Estacada, OR 97023; 630-6379
Masons Supply Co., 2637 SE 12th Ave., Portland, OR 97202; 234-4321
L. S. Matusek, 3760 SW Jerald Ct., Portland, OR 97221; 223-4421
Maurer Bros., 30 Perrydale, Medford, OR 97501; 772-6374
Mercer Ind., PO Box 10166, Portland, OR 97210; 226-2511
Mid-State Guardrail, 3807 W. Buchanan, Phoenix, AZ 85009; (602)233-0769
Mill Plain Electric, 6115 NE 88th St., Vancouver, WA 98665; (206)574-7265
W. G. Moe & Sons, 8850 SE 76th Dr., Portland, OR 97206; 775-8651
Morse Bros., 32260 Hwy 34, Tangent, OR 97389; 928-6491
J & D Niemeyer Trucking, 1661 SE River Forest Rd., Milwaukie, OR 97222; 659-2994
NW Hydro Mulchers, 2204 NW Birdsdale #9, Gresham, OR 97030; 661-4600
NW Marine Iron Works, Bay 4 Swan Is., Portland, OR 97217; 240-6270
NW Signal Supply Co., 17410 SW 63rd Ave., Lake Oswego, OR 97034; 635-4351
NW Trade Winds, PO Box 8368, Portland, OR 97207; 221-0537
NW Underground, PO Box 1372, Corvallis, OR 97330; 757-7965
N. Coast Electric, 625 NW Everett, Portland, OR 97209; 228-5111
Mickey Ochs, Rt. 3 Box 541-B, Cornelius, OR 97113; 647-2994
Olson Electric, PO Box 830, Vancouver, WA 98661; (206)694-6585
Oregon Portland Cement, 111 SE Madison, Portland, OR 97214; 232-3116
Oregon Asphaltic Paving, 1220 SE 190th St., Portland, OR 97233; 252-1497
Oregon Paiute Contr., PO Box 991, Burns, OR 97120; 573-7330
A & L Osejo Trucking, 17711 SE Vogel Ct., Boring, OR 97009; 658-3479
Pacific Fence Co., 13770 SE Ambler Rd., Clackamas, OR 97015; 452-8691
Pacific Fence & Wire, PO Box 125, Clackamas, OR 97015; 659-6881
Pacific Rock Prod., 12000 SE Capp Rd., Clackamas, OR 97015; 657-1355
Pacific Union Metal, PO Box 2760, Long Beach, CA 90801; (213)775-1221
Pacific Coast Fab., 2600 Andresen Rd., Vancouver, WA 98661; (206)285-9826
Parson's Excavating, Rt 3, Box 560, Hillsboro, OR 97123; 647-2278
Pavement Specialists, PO Box 61327, D/FW Airport, TX 75261; (214)258-0660
Pearl Constr. Inc. dba Pearl Utilities, 20207 NE 50th Ave., Ridgefield, WA 98642; (206)574-0981
Platt Manufacturing, 741 SE Glenwood, Bend, OR 97702; 389-4665
Port of Portland, PO Box 3529, Portland, OR 97208; 231-5000 #757
Portland Precast, PO Box 30357, Portland, OR 97230; 257-9143
J. W. Presley & Co. 5200 NE Alberta St., Portland, OR 97218; 288-5986
Proven Products, 7560 SW Laview Dr., Portland, OR 97219; 244-9185
R. D. G. Const., PO Box 230181, Tigard, OR 97223; 620-4669
R & R Excavating, 12213 Silverton Rd. NE, Silverton, OR 97381; 873-2701
Reese's Minority Const., 3904 NE Union Ave., Portland, OR 97212; 287-2121
Reichold Chemicals, PO Drawer K, Dover DE 19901; (302)674-4010

(HOLDERS OF INFORMATIONAL PLANS) - Continued

Reinforced Earth Company, 301 116th Ave. SE Suite 365 Bellevue, WA 98004; (206)454-2270
Samuel J. Rich, 21717 NW Cornell Rd., Hillsboro, OR 97123; 645-5611
RICO Const., PO Box 254, Depoe Bay, OR 97341; 765-2552
Rio Pacific Corp., PO Box 912, Tualatin, OR 97062; 638-0511
Riverside Enterprises, 30561 Hayes Ln., Junction City, OR 97448; 998-8717
Road Repair & Recycle, PO Box 02318, Portland, OR 97202; 222-3705
Robinson Bros., PO Box 20905, Portland, OR 97220; 254-6596
Roscoe Steel, PO Box 2096, Missoula, MT 59806; (406)542-0345
Ross Bros., 3501 Brooklake Rd. N., Salem, OR 97303; 393-5885
George Roth Co., 9111 SE McBrod St., Portland, OR 97222; 653-8400
Safetran Traffic Systems, PO Box 7009, Colorado Springs, CO 80933; (303)599-5600
Safety Signal Systems, 7002 220th St. SW, Mountlake Terrace, WA 98043
Salt & Pepper Const., 9015 NE Hamlin, Portland, OR 97217; 289-3512
San Jose Steel Co., PO Box 20025, Portland, OR 97220; 255-3203
Scarborough & Daughter, 3412 SE 174th, Portland, OR 97236; 761-5358
Schoolhouse R Elec., 246 Fourth St., Ashland, OR 97520; 482-0448
Sharp & Associates, PO Box 276, Beaverton, OR 97075; 646-5136
Shaw & Richards, 6035 N. Atlantic, Portland, OR 97217; 285-8217
Shur-Way Contractors, PO Box 1908, Eugene, OR 97440; 747-0722
Signals & Control Systems 4580 150th Ave. NE, Redmond, WA 98052; (206)885-7443
Signals & Controls Syst. of Oregon, 1935 Davcor, SE, Salem, OR 97302; 371-1032
Slayden & Holm, PO Box 218, Stayton, OR 97383; 769-6379
Jim Smith Excavating, 9301 SE Stanley Pl., Milwaukie, OR 97222; 775-7315
SPEC Industries, PO Box 248, Tualatin, OR 97062; 638-4176
Stadeli Pump Const., PO Box 593, Silverton, OR 97381; 873-6325
Symons Corp, 17515 NE 67th Ct., Redmond, WA 98052; (206)881-6161
Syro Steel, PO Box 99, Centerville, UT 84014; (801)292-4461
3-M Company, 20640 4th Pl. S, Seattle, WA 98148; (206)244-7200
3-Way Electric, 157 S. 47th St., Springfield, OR 97477; 746-9743
Tice Electric Co., 2139 SE Belmont, Portland, OR 97214; 233-8801
Town Concrete Pipe, PO Box 11204, Portland, OR 97211; 285-8391
Traffic Control Signs, PO Box 11305, Tacoma, WA 98411; (206)427-4484
Traffic Safety Supply, 2324 SE Umatilla St., Portland, OR 97202; 235-8531
Traffic Services Inc, PO Box 11675, Spokane, WA 99211; (509)928-3459
Tualatin Valley Concrete, 10130 SW Katherine St., Tigard, OR 97223; 639-0813
Upper Columbia Valley Concrete Co., 2906 W. 7th #76, Kennewick, WA; (509)783-4326
Utility Vault Co., PO Box 323, Wilsonville, OR 97070; 682-2844
V. R. Construction, 8980 SW Rebecca Ln., Beaverton, OR 97005; 646-3645
Van Lom & Winge, 5536 NE 105th Ave., Portland, OR 97220; 255-5177
J. W. Vickrey Enterprises, PO Box 670, Dixon, CA 95620; (916)678-5515
Walts Concrete, 4105 Jasper Rd., Springfield, OR 97477; 746-3673
A & G Washburn, 35886 Willama Vista, Pleasant Hill, OR 97401; 747-9371
G. F. Webb, PO Box 1436, Vancouver, WA 98668; (206)695-1537
Western Region Consup, 9521 SW 3rd Ave., Portland, OR 97219; 246-9399
Western Pacific Con. Matls., 3510 SW Bond, Portland, OR 97201; 222-4210
Willamette Manufacturing, PO Box 156, Tualatin, OR 97062; 638-6838
Willow Bend, 12962 SW Bell Rd., Sherwood, OR 97140; 682-3577
Woge Constr. Co., 1637 NE Killingsworth, Portland, OR 97211; 287-4900
Wyatts Landscaping, 3455 Truman Rd., Salem, OR 97301; 370-9265
Porter W. Yett Co., 6500 NE Ainsworth St., Portland, OR 97218; 282-3251

2. Multnomah & Clark

Columbia River Br. (N. Channel)
Paving & Expansion Joints

(HOLDERS OF BIDDING PLANS)

Bugge Investment Inc., PO Box 10425, Portland, OR 97210; 286-9431
Chapin & Chapin, PO Box 568, Norwalk, OH 44857; 800-537-1605
Douglas S. Coats, PO Box 311, Bend, OR 97709; 382-7330
Columbia Pacific Const., PO Box 1244, Lake Oswego, OR 97034; 635-3774
J. C. Compton Co., PO Box 768, McMinnville, OR 97128; 472-4155
Eisenhour Const. Co. Inc., PO Box 1450, E. Lansing, MI 48823; (517)339-3555
N. A. Degerstrom, PO Box 425, Spokane, WA 99210; (509)928-3333
Fabricators Inc., 2705 Lancaster Dr. NE, Salem, OR 97305; 585-5950
Hamilton Const., PO Box 659, Springfield, OR 97477; 746-2426
R. A. Hatch Co., PO Box 201, Bend, OR 97709; 382-8418
Humphrey Const., PO Box 18186, Seattle, WA 98118; (206)723-9000
Johnson Bros., PO Box 1002, Litchfield, MN 55355; (612)693-2871
Peter Kiewit Sons' Co., PO Box 1769, Vancouver, WA 98668; (206)693-1478
Mocon Corp., PO Box 3258, Salem, OR 97302; 399-1470
Progressive Contractors, 8736 Zachary Ln., Osseo, MN 55369; (612)425-4515
Riedel International, PO Box 3320, Portland, OR 97217; 285-9111
Sealant Systems Co., 11525 E. Marginal Way. S, Seattle, WA 98168; (206)433-8991
Selby Bridge Co., 2000 E. Columbia Way, Vancouver, WA 98663; (206)696-2675
Sletten Construction, PO Box 2467, Great Falls, MT 59403; (406)761-7920
S. D. Spencer & Son, PO Box 1797, Vancouver, WA 98668; (206)256-1220
V. R. Construction, 8980 SW Rebecca Ln., Beaverton, OR 97005; 646-3645
Wildish Construction, PO Box 7428, Eugene, OR 97401; 746-2571
Youngstown Pneumatic Co., 3691 Lee Harps Rd., Youngstown, OH 44515; (216)792-2375
Youngstown Pneumatic Co., 174 South Collier Blvd., Marco Island, FL 33937; (216)792-2376

SJ Grav [illegible]

(HOLDERS OF INFORMATIONAL PLANS)

A-1 Sandblasting & Steam Cleaning, 6117 NE Portland Hwy., Portland, OR 97218; 281-7353
Acme Highway Products, 8788 SE 137th St., Happy Valley, OR 97236; 760-6433
Aichele Landscaping Inc., 11360 SE Stevens Rd., Portland, OR 97266; 654-8816
Alpha & Omega, 6034 NE 7th Ave, Portland, OR 97211
Aphis Readymix, PO Box 1019, Camas, WA 98607; (206)892-5100
Better Half Inc., 8850 SE 76th Dr. #1, Portland, OR 97206; 774-0487
Blastoff (Quadco Rock & Paving), PO Box 363, Newberg, OR 97132; 538-4711
Bo-Rite Co. Inc., 3631 Interlake Ave. N., Seattle, WA 98103; (206)634-1220
D. S. Brown Co., 33 Sunnyhill Rd., Novato, CA 94947; (415)892-3929
Cal-Ore Erosion, 2365 W. Harvard, Roseburg, OR 97470; 673-0717
Cascade Const. Co., PO Box 4267, Portland, OR 97208; 222-6421
Columbia Excav., PO Box 278, Tualatin, OR 97062; 625-5542
Coral Sales Corp., PO Box 577, Clackamas, OR 97015; 655-6351
Tony Corcoran, 4690 NW Neskowin Ave., Portland, OR 97229; 645-2717
Dow Chemical Co., PO Box 3547, Bellevue, WA 98009; (206)455-7259
Eugene Sand & Gravel, PO Box 1067, Eugene, OR 97440; 683-5741
Fluorocarbon Co., PO Box 358, Pinebrook, NJ 07058; (201)227-2600
Gades Sales Co., 1278 Civic Dr., Walnut Creek, CA 94596; (415)939-0338

(HOLDERS OF INFORMATIONAL PLANS) - Continued

Garrett & Randall Const., 5072 Lava Ct. SE, Salem, OR 97306; 371-8353
Garris Const., 9539 N. Decatur St., Portland, OR 97203; 286-3462
Hildebrand Concrete Co., 12010 NE 28th St., Vancouver, WA 98662; (206)256-8306
Hogan Manufacturing, 2738 SW Hwy 26, Madras, OR 97741; 475-3052
Hopsing Const., PO Box 12734, Salem, OR 97309; 393-9636
K. F. Jacobsen, PO Box 02215, Portland, OR 97202; 239-5532
Kaspac Corp., PO Box 02178, Portland, OR 97202; 231-0652
Lady's Const., 11811 SE Hwy 212, Clackamas, OR 97015; 655-7193
Majestic Lightweight & Con., 8420 SE Oak Pl., Portland, OR 97266; 777-4777
Marmolejo-Hewson, 980 NW Wade St., Estacada, OR 97023; 630-6379
Masons Supply Co., 2637 SE 12th Ave., Portland, OR 97202; 234-4321
Pacific Coast Fab., 2600 Andresen Rd., Vancouver, WA 98661; (206)285-9826
G. J. Payne Co., PO Box 4906, Carson, CA 90749; (213)327-4060
Power Blast Corp., PO Box 240, Tuttle, OK 73089; (405)381-3022
Reese's Minority Const., 3904 NE Union Ave., Portland, OR 97212; 287-2121
Reichold Chemicals, PO Drawer K, Dover DE 19901; (302)674-4010
Road Repair & Recycle, PO Box 02318, Portland, OR 97202; 222-3705
S. C. C. I. Inc., 1922 McGilchrist SE, Salem, OR 97302; 364-7501
Safety Signal Systems, 7002 220th St. SW, Mountlake Terrace, WA 98043
Service Steel Erection, PO Box 37, Keno, OR 97627; 882-6855
E. W. Shields, PO Box 66306, Portland, OR 97266; 777-5481
Shur-Way Contractors, PO Box 1908, Eugene, OR 97440; 747-0722
Tex-Crete, 42289 Delany Rd., Zion, IL 60099; (312)746-C90
3-Way Electric, 157 S. 47th St., Springfield, OR 97477; 746-9743
Traffic Safety Supply, 2324 SE Umatilla St., Portland, OR 97202; 235-8531
Traffic Services, PO Box 11675, Spokane, WA 99211; (509)928-3459
Watson-Bowman & Assoc., PO Box 9, Getzville, NY 14068; (805)581-2860
G. F. Webb, PO Box 1436, Vancouver, WA 98668; (206)695-1537

3. Multnomah N.E. Glisan St. - S.E. Glenwood St. (Portland)
Grading, Paving, Illumination
and Signals

(HOLDERS OF BIDDING PLANS)

Bugge Investment Inc., PO Box 10425, Portland, OR 97210; 286-9431
Cascade Const. Co., PO Box 4267, Portland, OR 97208; 222-6421
Columbia Excav., PO Box 278, Tualatin, OR 97062; 625-5542
J. C. Compton Co., PO Box 768, McMinnville, OR 97128; 472-4155
Dirt & Aggregate Intch., 20905 NE Sandy Blvd., Troutdale, OR 97060; 661-5093
Eagle-Elsner Inc., PO Box 23294, Tigard, OR; 249-5831
Eucon Corp of Idaho, PO Box 2327, Pasco, WA 99302; (509)547-0751
Fabricators Inc., 2705 Lancaster Dr. NE, Salem, OR 97305; 585-5950
W. R. Grasle Co., PO Box 4123, Portland, OR 97208; 226-6771
Hamilton Electric, PO Box 708, Eugene, OR 97440; 485-4455
R. A. Hatch Co., PO Box 201, Bend, OR 97709; 382-8418
R. A. Heintz Const., PO Box 11005, Portland, OR 97211; 285-9886

(HOLDERS OF BIDDING PLANS) - Continued

Ken Hood Constr., 16740 SE Vineyard Rd., Milwaukie, OR 97222; 654-8584
K. F. Jacobsen, PO Box 02215, Portland, OR 97202; 239-5532
Pacific Rock Prod., 12000 SE Capp Rd., Clackamas, OR 97015; 657-1355
J. W. Presley & Co., 5200 NE Alberta St., Portland, OR 97218; 288-5986
R & R Excavating, 12213 Silverton Rd. NE, Silverton, OR 97381; 873-2701
Riedel International, PO Box 3320, Portland, OR 97217; 285-9111
S. C. C. I. Inc., 1922 McGilchrist SE, Salem, OR 97302; 364-7501
Sims Electric, 721 SE Oak, Roseburg, OR 97470; 673-5521
Sproul Excavating, 15880 SW 79th St., Tigard, OR 97223; 620-5646
V. R. Construction, 8980 SW Rebecca Ln., Beaverton, OR 97005; 646-3645
Westcoast Elec. of Washington, 18250 68th Ave. S, Kent, WA 98031; (206)251-8350
Wildish Construction, PO Box 7428, Eugene, OR 97401; 746-2571
Porter W. Yett Co., 6500 NE Ainsworth St., Portland, OR 97218; (503)282-3251

(HOLDERS OF INFORMATIONAL PLANS)

Aichele Landscaping Inc., 11360 SE Stevens Rd., Portland, OR 97266; 654-8816
Ajax Electric Co., 5940 NE 45th, Portland, OR 97218; 288-5933
Alpha & Omega Inc., 6034 NE 7th Ave, Portland, OR 97211
Ameron Pole Products Div., PO Box 88359, Seattle, WA 98188; (206)575-1360
Better Half Inc., 8850 SE 76th Dr. #1, Portland, OR 97206; 774-0487
By Town Pipe, PO Box 157, Hillsboro, OR 97123
Capital Ent. & Eng., 4357 Orchard Hts Rd. NW, Salem, OR 97304; 363-9290
Clarke Electric, PO Box 10326, Eugene, OR 97440; 342-7788
Contractor's Flagging Serv., 1915 SW 16th St., West Linn, OR 97068; 657-7138
Econolite Control, 31220 Pacific Hwy. S #1, Federal Way, WA 98003; (206)941-1600
Electrical Spectrum, PO Box 6053, Portland, OR 97228; 641-2727
Fouch Electric, PO Box 3109, Portland, OR 97208; 224-5601
G & S Const., PO Box 505, Gresham, OR 97030; 661-6180
Garrett & Randall Const., 5072 Lava Ct. SE, Salem, OR 97306; 371-8353
Gradeline Const., PO Box 7713, Salem, OR 97303; 364-2638
Hansen Electric, PO Box 1228, Coos Bay, OR 97420; 267-2143
Hees Enterprises, PO Box 158, Beaverton, OR 97075; 641-2727
Hopsing Const., PO Box 12734, Salem, OR 97309; 393-9636
Lady's Const., 11811 SE Hwy 212, Clackamas, OR 97015; 655-7193
MRH, 8210 SW 19th, Portland, OR 97219; 231-8478
Majestic Lightweight & Con., 8420 SE Oak Pl., Portland, OR 97266; 777-4777
Malcar Associates, 220 SE 28th, Portland, OR 97214; 233-8755
Marmolejo-Hewson, 980 NW Wade St., Estacada, OR 97023; 630-6379
Masons Supply Co., 2637 SE 12th Ave., Portland, OR 97202; 234-4321
W. G. Moe & Sons, 8850 SE 76th Dr., Portland, OR 97206; 775-8651
NW Signal & Supply Co., 17410 SW 63rd Ave., Lake Oswego, OR 97034; 635-4351
Pacific Union Metal, PO Box 2760, Long Beach, CA 90801; (213)775-1221
Parson's Excavating, Rt 3 Box 560, Hillsboro, OR 97123; 647-2278
Reese's Minority Const., 3904 NE Union Ave., Portland, OR 97212; 287-2121

(HOLDERS OF INFORMATIONAL PLANS) - Continued

Retana Enterprises, 1145 SW Timberline Dr., Lake Oswego, OR 97034; 636-1038
Rio Pacific Corp., PO Box 912, Tualatin, OR 97062; 638-0511
Riverside Enterprises, 30561 Hayes Ln., Junction City, OR 97448; 998-8717
Road Repair & Recycle, PO Box 02318, Portland, OR 97202; 222-3705
Safety Signal Systems, 7002 220th St. SW, Mountlake Terrace, WA 98043
Salt & Pepper Const., 9015 N. Hamlin, Portland, OR 97217; 289-3512
Schoolhouse R Elec., 246 Fourth St., Ashland, OR 97520; 482-0448
Sharp & Associates, PO Box 276, Beaverton, OR 97075; 646-5136
Shur-Way Contractors, PO Box 1908, Eugene, OR 97440; 747-0722
Signal & Control Syst. of OR, 1935 Davcor SE, Salem, OR 97302; 371-1032
Stadeli Pump Const., PO Box 593, Silverton, OR 97381; 873-6325
3-Way Electric, 157 S. 47th St., Springfield, OR 97477; 746-9743
Tice Electric Co., 2139 SE Belmont, Portland, OR 97214; 233-8801
Traffic Safety Supply, 2324 SE Umatilla St., Portland, OR 97202; 235-8531
G. F. Webb, PO Box 1436, Vancouver, WA 98668; (206)695-1537

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/29/83
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER (*Specify*) See Below

13. REMARKS

As requested by Mr. Keasey's letter of 10/10/83 I approve the Credit to the subject project covering surplus luminaries for a total amount of $3,455.10 Federal Funds $2,936 (SFO #24).

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/20

14. DATE 10/17/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/18/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Revise pedestrian and bicyclists crossing at I-205 Southbound ramps and SE Powell Blvd.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/18/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 23 is approve for a TEC of $2,000 Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/20

14. DATE 10/14/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

August 19, 1983

Western-Pacific Construction Materials Co.
a Division of Riedel International, Inc.
3510 SW Bond Avenue
Portland, OR 97201-4594

Attention: Mark D. Connelly
Credit Manager

Gentlemen:

Thank you for your letter of August 2, 1983, informing us that the claim against Ball, Ball, and Brosamer, Inc. has been settled in full.

This was in connection with Contract No. 9443 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

8-19-83 Bk

cc: Ball, Ball & Brosamer, Inc.
& Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th
Portland, OR 97204

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

August 2, 1983

Mr. R.W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Ball, Ball, and Brosamer, Inc.
Contract #9443

Dear Mr. Gormsen:

The claim which Western-Pacific had against the bond on this job has been settled in full. We hereby release Ball, Ball, and Brosamer, Inc. and Industrial Indemnity Co. in full for all claims.

Please adjust your files accordingly.

Best Regards,
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

Mark D Connelly

Mark D. Connelly
Credit Manager

MDC/mo

cc: Ball, Ball, and Brosamer
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland,OR 97204

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO.
WILLAMETTE-WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO
WESTERN-PACIFIC DRILLING CO
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC PILE DRIVING CO
WESTERN-PACIFIC PAVING & CONSTRUCTION CO.
WESTERN TUG & BARGE CORP
WORLD SECURITY SERVICES CO

[illegible]

August 11, 1983

Aphis Readymix
P.O. Box 1019
Camas, WA 98607

CON 5
#9443

Gentlemen or Ladies:

Thank you for your letter of June 23, 1983, stating that the account owed you by Cascade Excavating, Inc., has been satisfied in full.

This appears to be in connection with a claim filed in the amount of $5,471.09 plus interest against Contract No. 9443 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:bk

cc: Ball, Ball & Brosamer, Inc.,
and Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th
Portland, OR 97204

APHIS
READYMIX

PHONES:
Vancouver (206) 892-5100
Camas (206) 834-5505
Portland (503) 289-1265

June 23, 1983

Robert W. Gormsen
Commission Services
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: ~~CON-5~~
#9443

Dear Mr. Gormsen,

The account owing to Aphis Readymix by Cascade Excavating, Inc. has been satisfied in full.

APHIS READYMIX

Marilyn R. Webb

Marilyn R. Webb, Pres.

Cascade Excavating, Inc.

Kenneth Lanter

Kenny Lanter, Pres.

cc: Ball, Ball & Brosamer
and Ball & Brosamer, JV
PO Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 SW 6th
Portland, Oregon 97204

RECEIVED
JUL 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLANT: 18606 S.E. 1st STREET • VANCOUVER, WASHINGTON
MAIL: P. O. BOX 1019 • CAMAS, WASHINGTON 98607

August 11, 1983

Metro-Mix, Inc.
P.O. Box 1067
Camas, WA 98607

CON 5
#9443

Gentlemen or Ladies:

Thank you for your letter of June 23, 1983, stating that the account between Cascade Excavating and Metro-Mix, Inc., has been completely satisfied.

This appears to be in reference to a claim which you filed in the amount of $15,284.40 plus interest against Contract No. 9443 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:bk

cc: Ball, Ball & Brosamer, Inc.
& Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th
Portland, OR 97204

8/11/83

METRO-MIX, INC.
P.O. Box 1067
Camas, WA 98607

June 23, 1983

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5
#9443

Dear Mr. Gormsen,

The account between Cascade Excavating and Metro-Mix, Inc. has been completly satisfied.

Ken Lanter
Kenny Lanter for Cascade Excavating, Inc.

Korey Borjessan
Korey Borjessan for Metro-Mix, Inc

cc: Ball, Ball & Brosamer, Inc.
and Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co
421 S W 6th
Portland, Oregon 97204

RECEIVED
JUL 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 14, 1983

Western-Pacific Construction Materials Co.
Division of Riedel International, Inc.
3510 SW Bond
Portland, OR 97201-4594

CON 5
#9443

Attention: Mark D. Connelly
Credit Manager

Gentlemen:

Thank you for your letter of June 29 informing us that you have received payment on your claim which you filed in the amount of $11,670.74. You state there is a balance of $1,335.85.

This was in connection with the Ball, Ball and Brosamer, Inc., and Ball and Brosamer Contract No. 9443 for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

We will note this information in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Ball, Ball & Brosamer, Inc.
and Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

June 29, 1983

Mr. R.W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Ball, Ball, and Brosamer, Inc.

Dear Mr. Gormsen:

Our initial claim for materials on Contract 9443 was for $11,670.74. Of that amount $10,034.22 has been received plus $300.67 in credits leaves an unreconciled balance of $1,335.85.

Please adjust your files accordingly.

Best Regards,
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

Mark D Connelly

Mark D. Connelly
Credit Manager

MDC/mo

cc: Ball, Ball, & Brosamer
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 S.W. 6th Ave.
Portland, OR 97204

RECEIVED
JUL 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO
ROVOR DRILLING CO
WILLAMETTE-WESTERN CO
WILLAMETTE TUG & BARGE CO
WESTERN MARINE-BRAZIL LTDA
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO
WESTERN-PACIFIC DREDGING CO
WESTERN-PACIFIC DRILLING CO
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC PILE DRIVING CO.
WESTERN-PACIFIC PAVING & CONSTRUCTION CO.
WESTERN TUG & BARGE CORP
WORLD SECURITY SERVICES CO

9-13

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-19-83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

COLUMBIA RIVER BRIDGE - SE POWELL BLVD.

11. GENERAL DESCRIPTION OF WORK

RE-MONUMENT CONTROL POINTS FOR PROJECT

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of May 19, 1983, as requested in Mr. Keasey's June 16, 1983 letter as b eing cost effective for the use of County Forces to proceed with the above work. State Force Order No. 22, representing work to be done by Multnomah County Forces, is approved for a TEC of $7,500 - Federal Funds $6,916.

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OK
7/14

14. DATE 7-12-83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

rn 9443

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-18-83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - S. E. Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Furnish and install bike path signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authoization date of 5-18-83 as requested in Mr. Keasey's letter of 6-16-83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 21 is approved for a TEC of $5,000, FF $4,611.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 7/14

14. DATE 7-6-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-70)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-22-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/12/83 as requested in Mr. Keasey's letter of 6/6/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 20 is approved for a TEC of $1,820 Federal Funds $1,678.

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO
Potter

14. DATE 6/22/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

PREVIOUS EDITIONS MAY BE USED

9441 - CL 83-115

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9443

Riedel International, Inc.
Western Pacific Construction Materials Co. a Division
3510 SW Bond Avenue
Portland, OR 97201

Attention: Mark Connelly
Credit Manager

Gentlemen:

This will acknowledge the Notice of Claim dated June 2, 1983, concerning the following Highway Division contract:

FILED BY:	Riedel International, Inc., dba Western Pacific Construction Materials Company
AMOUNT:	$11,670.74
FOR:	Materials
AGAINST (Prime contractor)	Ball, Ball & Brosamer, Inc. and Ball & Brosamer, JV
CONTRACT NO.:	9443
PROJECT:	Columbia River Bridge-S.E. Powell Blvd. Section, East Portland Freeway, Multnomah County.
SURETY:	Industrial Indemnity Co.

Ac 6.29.83

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Rw Curt Gormsen
Robert W. Gormsen
COMMISSION SERVICES

cc: Ball, Ball & Brosamer, Inc.
and Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

"Imagineering a better world"

ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIM

The undersigned submits the following claim against bond of contractor:

TO: Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

RE: Ball, Ball & Brosamer, Inc.
Bond Number: YS 8186313
Contract No: 9443
Job Name: East Portland Freeway Highway I-205

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $11,670.74 against the bond taken from Ball, Ball & Brosamer, Inc. and Industrial Idemnity Co. for the work of East Portland Freeway, Highway I-205, said improvements being in the City of Portland, County of Multnomah, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials Co. a division)

By: Mark Connelly
Mark Connelly, Credit Manager

Date: June 2, 1983

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO.
WILLAMETTE-WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE-BRAZIL LTDA
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC PILE DRIVING CO.
WESTERN-PACIFIC PAVING & CONSTRUCTION CO.
WESTERN TUG & BARGE CORP.
WORLD SECURITY SERVICES CO

r11 7-1-13

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-17-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/5/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Furnish and install signing to prohibit access to Government Island via the I-205 Freeway or Bikepath.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/5/83 as requested in Mr. Keasey's letter of 6/7/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 19 is approved for a TEC of $6,000 Federal Funds $5,533.

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to 6/17

14. DATE 6/14/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

CL 83-95

Y

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 8
NORMA PAULUS

June 2, 1983

Metro Mix, Inc.
P.O. Box 1067
Camas, WA 98607

CON 5
#9443

Attention: Kory Borjessen
Secretary-Treasurer

Gentlemen or Ladies:

FILED
6-8-83 BK

This will acknowledge your claim letter dated May 27, 1983, concerning the following Highway Division contract:

FILED BY:	Metro-Mix, Inc.
AMOUNT:	$15,204.40 plus interest
FOR:	Concrete
AGAINST (Prime contractor)	Ball, Ball & Brosamer, Inc. and Ball & Brosamer, JV
SUBCONTRACTOR:	Cascade Excavating, Inc.
CONTRACT NO.:	9443
PROJECT:	Columbia River Bridge-S.E. Powell Boulevard Section, East Portland Freeway, Multnomah County
SURETY:	Industrial Indemnity Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ball, Ball & Brosamer, Inc.
and Ball & Brosamer, JV
P.O. Box 1097
Danville, CA 94526

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

bc: ✓ Secretary of State
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

METRO-MIX, INC.

May 27, 1983

Robert W Gorman
Commission Room 121
Transportation Building
Salem, OR 97310

Re: OSHD Contract #9443

LETTER OF CLAIM

Dear Mr. Gorman:

This is our letter of claim against the above referenced job contract.

We were supplying concrete to Cascade Excavating, Inc., which is a subcontractor under Ball, Ball & Brosamer, the prime contractor.

There is an outstanding balance of $15,284.40 plus interest due us on the contract, and for which we are now claiming.

I would appreciate your filing and processing this claim for us. Any questions you have will be answered by phone or by mail at the earliest possible time.

Sincerely,

Kory Borjessan

Kory Borjessan
Secretary/Treasurer
Metro-Mix, Inc.

cc: Ball, Ball & Brosamer, Inc.
Cascade Excavating, Inc.

LC:mas

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-94

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1983
NORMA PAULUS
SECRETARY OF STATE

June 2, 1983

Aphis Readymix
P.O. Box 1010
Camas, WA 98607

CON 5
#9443

FILED
6-8-83 BK

Attention: Lois Corzine
Credit Manager

Gentlemen or Ladies:

This will acknowledge your claim letter dated May 27, 1983, concerning the following Highway Division contract:

FILED BY:	Aphis Readymix
AMOUNT:	$5,471.09 plus interest
FOR:	Concrete
AGAINST (prime contractor)	Ball, Ball & Brosamer, Inc. and Ball & Brosamer, JV
SUBCONTRACTOR:	Cascade Excavating, Inc.
CONTRACT NO.	9443
PROJECT:	Columbia River Bridge-S.E. Powell Boulevard Section, East Portland Freeway, Multnomah County
SURETY:	Industrial Indemnity Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ball, Ball & Brosamer, Inc.
& Ball & Brosamer, JV
P.O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

APHIS READYMIX

PHONES:
Vancouver (206) 892-5100
Camas (206) 834-5505
Portland (503) 289-1265

May 27, 1983

Robert W Gorman
Commission Room 121
Transportation Building
Salem, OR 97310

Re: OSHD Contract #9443

LETTER OF CLAIM

Dear Mr. Gorman:

This is our letter of claim against the above referenced job contract.

We were supplying concrete to Cascade Excavating, Inc., which is a subcontractor under Ball, Ball & Brosamer, the prime contractor.

There is an outstanding balance of $5,471.09 plus interest due us on the contract, and for which we are claiming.

I would appreciate your filing and processing this claim for us. Any questions you have will be answered by phone or by mail at the earliest possible time.

Sincerely,

Lois Corzine
Credit Manager
Aphis Readymix

cc: Ball, Ball & Brosamer, Inc.
Cascade Excavating, Inc.

LC:mas

RECEIVED
MAY 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLANT: 18606 S.E. 1st STREET • VANCOUVER, WASHINGTON
MAIL: P. O. BOX 1019 • CAMAS, WASHINGTON 98607

1+ CL 83-90

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NORMA PAULUS

May 31, 1983

IN REPLY REFER TO
FILE NO:
CON 5
#9443

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bailey & Paull
Attorneys at Law
5441 SW Macadam Avenue
Portland, OR 97201

Attention: Thomas J. Barnett

Gentlemen:

This will acknowledge your Notice of Claim dated May 5, 1983, filed on behalf of the Oregon-Washington Carpenters - Employers Trust Funds concerning the following Highway Division contract:

6-3-83

FILED BY:	Oregon-Washington Carpenters - Employers Trust Funds
AMOUNT:	$2,060.65 plus interest and attorney fees
AGAINST (Prime contractor)	Ball, Ball and Brosamer, Inc. and Ball and Brosamer, JV
CONTRACT NO.:	9443
PROJECT:	Columbia River Bridge-S.E. Powell Boulevard Section, E. Portland Freeway, Multnomah County
SURETY:	Industrial Indemnity Company

On May 16, you advised us that the claim had been paid. We will advise the surety, prime contractor and the Secretary of State of this information.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

cc: Ball, Ball & Brosamer, Inc. &
Ball & Brosmer, JV
P. O. Box 1007
Danville, CA 94526

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

bc: Secretary of State - Although this attached claim has been paid, if you filedit, please advise of the filing number and date on the enclosed copy of this letter.

BAILEY & PAULL
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201-3874

PAUL T. BAILEY (1915-1982)
DAVID S. PAULL
THOMAS J. BARNETT

TELEPHONE
(503) 221-0077

May 16, 1983

Ball, Ball & Brosamer
P.O. Box 1156
Mattawa, Washington 99344

Ball, Ball & Brosamer
ATT: Sibel Garcia
P.O. Box 1007
Danville, California 94526

California Fremont Indemnity Co.
1709 West 8th
Los Angeles, California 90017

Cascade Excavating
P.O. Box 248
Clackamas, Oregon 97015

Oregon State Highway Department
Mr. James McNamee, Project Manager
3700 S. E. 92nd
Portland, Oregon 97266

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Cement Masons - Employers Trust Funds
I-205 Project
Bond No. B212065
Our file: 3091

Dear Sir/Madam:

Please be advised that the Notice of Claim in the amount of $2,060.65 which for forwarded on May 5, 1983, against the performance bond existing between the California Fremont Indemnity Co., as surety, and Ball, Ball & Brosamer, as principal, has been fully paid. Thank you.

Very truly yours,

Thomas J. Barnett

TJB/cd

RECEIVED
STATE HWY ENGR
MAY 17 '83
O REFER TO
Tomsen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

RECEIVED
MAY 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
MAY 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-24-83

Jack -

Do you have the original of this claim?

This copy was in the contract correspondence file unanswered. Miller's office referred it to you on May 6 and a copy was sent to files.

We received from Coulter's office the notice that it has been paid. This made me start looking for the notification of the claim.

Fran Neavoll

COMMENTS: I sent it in mail to your office

Form 731-0022 (8-81) SP*86790-734

NOTED
JACK L. SOLLIS

RECEIVED

7443

NOTICE OF CLAIM

TO: Ball, Ball & Brosamer
P.O. Box 1156
Mattawa, Washington 99344

Ball, Ball, & Brosamer
ATT: Sibel Garcia
P.O. Box 1007
Danville, California 94526

California Fremont Indemnity Co.
1709 W. 8th
Los Angeles, California 90017

Cascade Excavating, subcontractor
P.O. Box 248
Clackamas, Oregon 97015

Oregon State Highway Department
Mr. James McNamee, Project Manager
3700 S. E. 92nd
Portland, Oregon 97266

Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $2,060.65, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $250.00 for a reasonable attorney's fee, against the performance bond existing between the California Fremont Indemnity Co. as surety, and Ball, Ball & Brosamer, as principal, for employee benefit contributions, liquidated damages, contractual interest and contractual attorney's fees for carpenters labor performed on the public construction project identified below:

Project: I-205 Project
Bond No.: B212065

DATED this 5th day of May, 1983.

BAILEY & PAULL

By: Thomas J. Barnett
Thomas J. Barnett,
of Attorneys for the Oregon-
Washington Carpenters -
Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 5th day of May, 1983.

Cassie Downing
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

RECEIVED
DOT DIRECTOR
MAY 6 '83
REFER TO
Sollis
FOR

Info	Answer	R/D	D/R	Sign	Act	File
					X	

9443 5-10-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/15/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Furnish and install temporary motorist service signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible] CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/15/83 as requested in Mr. Keasey's letter of 4/28/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 18 is approved for a TEC of $6,000 Federal Funds $5,553.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9443 5-6-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Correction of authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 4/28/83 and the documentation furnished I approve the revised date of authorization for City of Portland forces to proceed with field survey work to 9/15/82. (SFO #8)

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR
Info Inves R/D D.R Sign Act File

14. DATE 5/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 4/18/83 this will confirm the advance approval date of 4/6/83 to accept a credit to project for signing work performed for the Mall 205 Shopping Center in amount of $3,800 Federal Funds $3,504 (FO #16).

RECEIVED
STATE HWY ENGR
APR 29 '83
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE 4/26/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

10/13

b

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(83)308
Columbia River Bridge - SE Powell Section
East Protland Freeway

Date: April 8, 1983

Reply to
Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed your Order for Force Work No. 15 and Extra Work Order No. 16 covering sewer line repair and transportation of sewage during the repair period. We can find no evidence that the line break was directly attributable to I-205 construction operations.

Operation and maintenance of the sewer pump station and other parts of the system is covered under a State/County agreement but is not a "Functional Replacement" responsibility for purposes of Federal-aid funding. This is a part of the normal on-going operation and maintenance of the existing Rocky Butte Jail.

State Force Order No. 15 is hereby returned without FHWA authorization and Extra Work Order No. 16 should be coded Non-Participating.

G. K. Hossner
for Dale E. Wilken

NOTED
W. E. SCHWARTZ

cc:
OSHD (C T Keasey)w/attachment
OSHD (J B Boyd)

RECEIVED
STATE HWY ENGR

APR 13 '83

REFER TO

FOR

Info	Invas	R/D	J/R	Sign	Act	File

Form E-[illegible] (Rev. 11-70)

NP

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Col. Riv. Br. - SE. Powell Blvd.
Date January 13, 19 83

Highway East Portland Freeway
Contract No. 9443

County Multnomah
Prefix 626-1076-9[illegible]0

Contractor Ball, Ball, & Brosamer, Inc. & Ball & Brosamer, J. V.
F. A. Project No. I-205-1(83)308

Address P. O. Box 20298, Portland, Oregon 97230
Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair broken sanitary sewer line.

Location by station numbers:

Station 300 Rt.

Estimate of quantities and cost:

Labor, materials, and equipment ....$ 10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No contract bid item for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$20,408,837.6	
Present estimate of project cost, including $ 10,000.00 for work under this order	$20,408,837.6	
Expected under-run / over-run amount	$ 0.0	
Expected under-run / over-run per cent	0.0	

Submitted by: Project Manager

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

NOTED
D. O. Christensen
1/19/83

Approved Construction Engineer.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Columbia River Bridge - SE. Powell Blvd.			CONTRACT NO. 9443
HIGHWAY East Portland Freeway		COUNTY Multnomah	PREFIX 626-1076
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ 0.00	PROJECT AUTHORIZATION $ 20,408,837.63	EST. PROJECT COST WITH ORDER $ 20,408,837.63 / OVERRUN 0 %	F.A. PROJECT NO. I-205-7(83)308
ESTIMATED STARTING DATE* 1-12-83 OR	DATE WORK WAS STARTED* 1/12/83	WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO	TO ACCOMPANY (ORDER TYPE AND NUMBER) EWO 16

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) DATE FOR ☐ REVIEW ☒ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN) DATE FOR ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—
Marion Croft BY Jim McNamee DATE 1/11/83
BY DATE
BY DATE
BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—
Marion Croft BY Jim McNamee DATE 1/11/83
BY DATE
BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA — BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM — BY DATE

FOR "PRICE AGREEMENTS"—
"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility, Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time, Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

The State is responsible per Multnomah County/Oregon State agreement.

C. T. KEASEY W/ATTACH
APPROVAL RECOMMENDED
Marion Croft

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV 10-82)

Submit Original to Construction Section

I-205

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 23

TO: J. M. McNamee
Project Manager

DATE: March 22, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Columbia River Bridge-S.E. Powell Boulevard Section
East Portland Freeway
Contract 9443

The field notes and plotted cross sections for the proposed general motorist service signs on the subject project have been forwarded to the Road Design Section.

You will receive the sign support designs, field notes, and plotted cross sections directly from that office.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:ds

cc: E. L. Hardt
D. R. Adams

RECEIVED
MAR 23 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do [illegible]
Return [illegible]
Bring [illegible]
Action

REFERRED TO

Watson .... Lunn EM
Cole .... [illegible]
Erikson .... King
Beard cat .... Dorn .... Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

Contains Recycled Materials

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97266

DATE March 18, 1983

TO L. E. George
Traffic Engineer

FROM James W. McNamee
Project Manager

SUBJECT Signing
Columbia River Bridge - SE Powell Blvd.
East Portland Freeway
Contract 9443

Enclosed are field cross-section notes and plotted cross-section sheets for the proposed motorist service signs refered to in your letter dated March 2, 1983 (letter attached).

We have viewed these sign locations in the field and have made changes to fit the field conditions. The recommended locations of the signs are shown on the plotted cross-section.

Will you please design the sign supports and return the notes and cross-section along with the sign support designs.

xc: Region 1

NOTED
ELMER SCOFIELD

L. E. George
NOTED

RECEIVED
21 1983
TRAFFIC ENGINEERING

9443 D

March 14, 1983

File No.:
AGR

Mr. Richard L. Taylor
Dir. of Operations
First Union Management, Inc.
55 Public Square, Suite 1910
Cleveland, Ohio 44113

MISC. CONTRACTS and
AGREEMENTS No. 7820

Dear Mr. Taylor:

Attached for your files is a fully executed copy of an agreement to erect directional signing along the East Portland Freeway (I-205) and the connecting ramps, directing traffic to Mall 205.

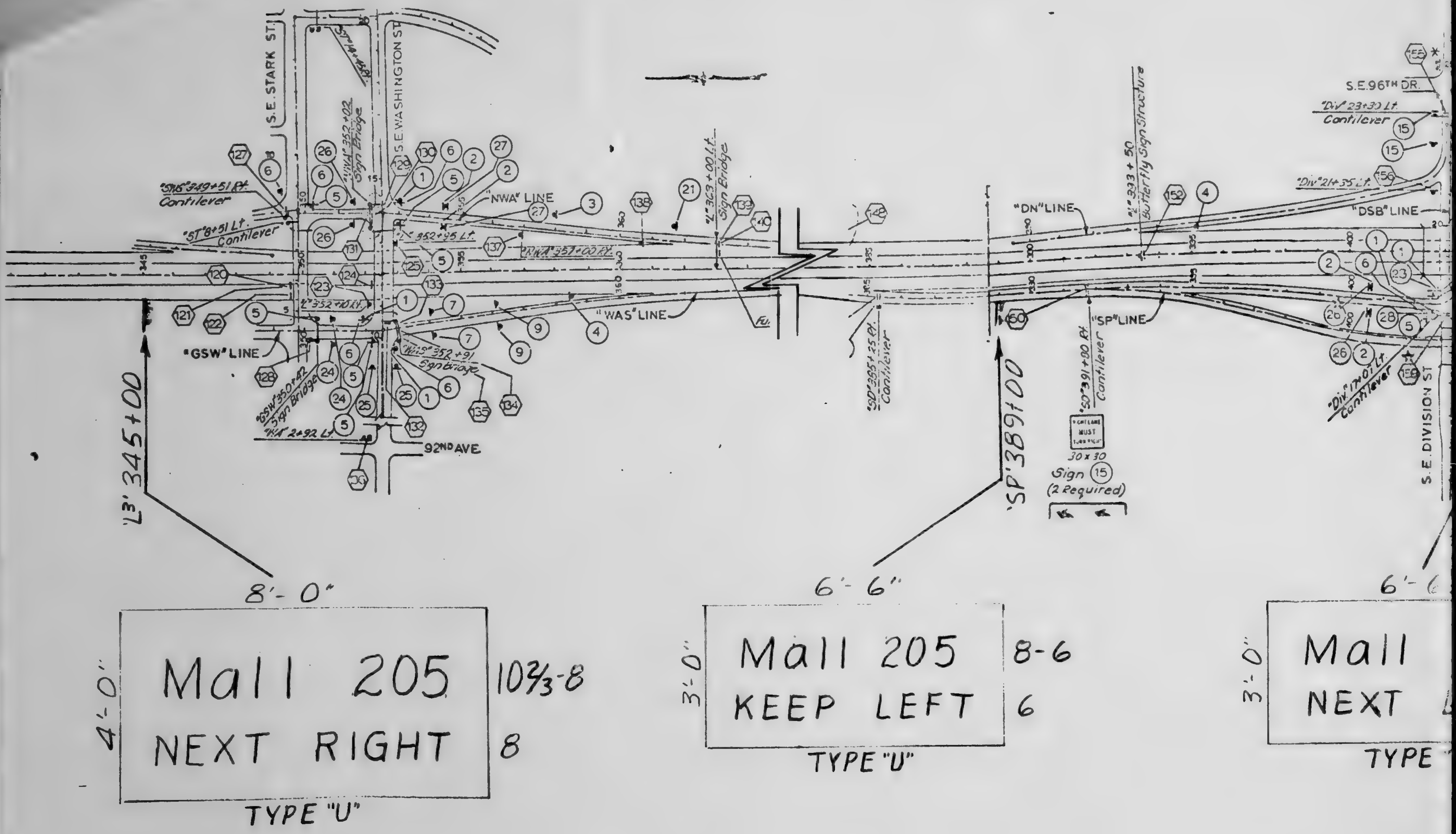
We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

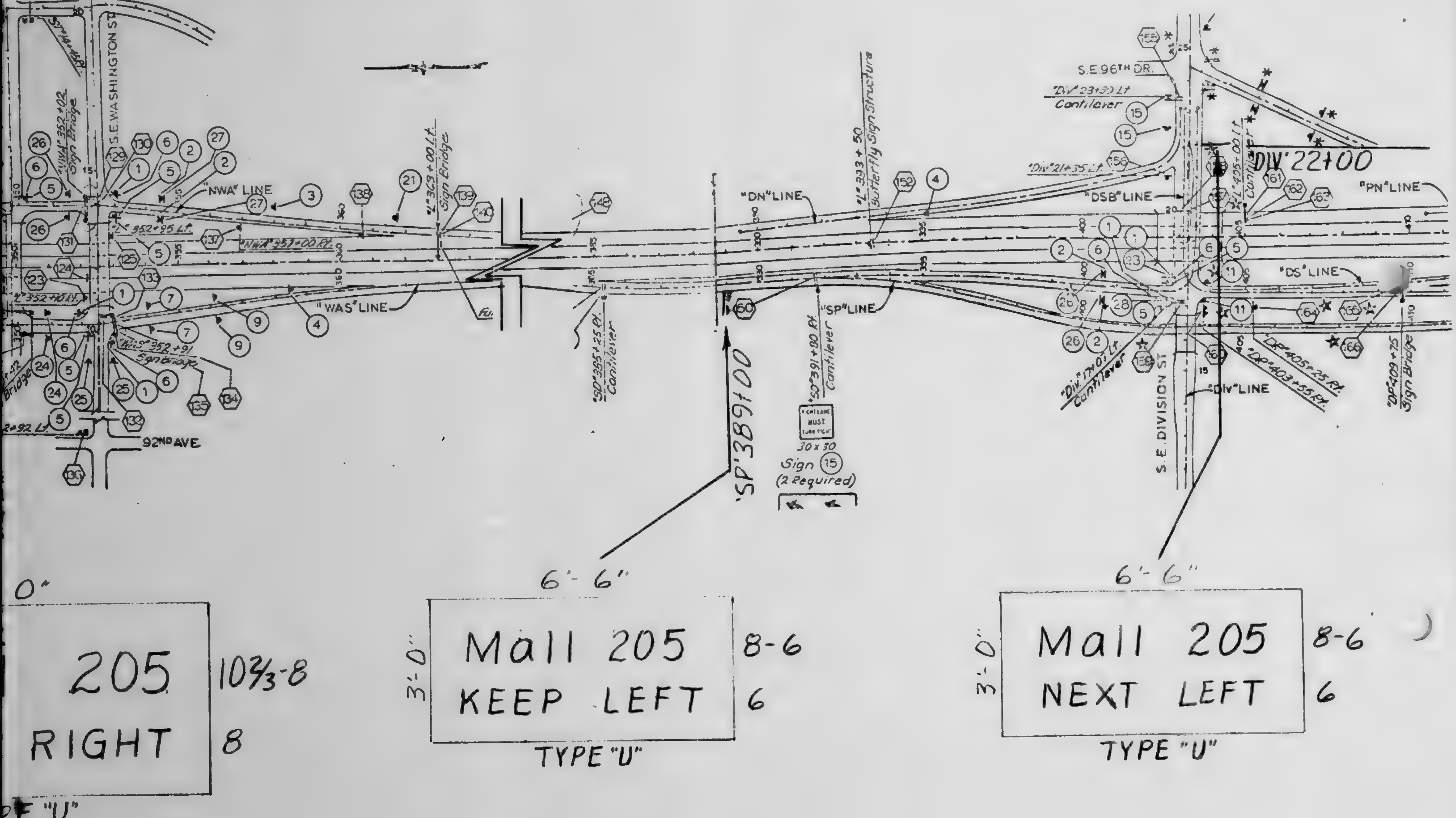
Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

fkn:ah
bc: Don Harwell (agreement attached)


S.E. STARK ST.
S.E. WASHINGTON ST
92ND AVE
"GSW" LINE
"NWA" LINE
"WAS" LINE
"DN" LINE
"SP" LINE
"DSB" LINE
S.E. 96TH DR.
S.E. DIVISION ST
"SWS" 349+51 Rt. Cantilever
"ST" 8+51 Lt. Cantilever
"WWA" 352+02 Sign Bridge
"L" 352+10 Rt.
"L" 352+95 Lt.
"NWA" 357+00 Rt.
"GSW" 350+42 Sign Bridge
"WA" 2+92 Lt.
"WAS" 352+91 Sign Bridge
"L" 363+00 Lt. Sign Bridge
"SD" 385+25 Rt. Cantilever
"SD" 391+80 Rt. Cantilever
"L" 393+50 Butterfly Sign Structure
"Div" 21+35 Lt.
"Div" 23+30 Lt. Cantilever
"Div" 1+07 Lt. Cantilever
Sign 15 (2 Required)
30 x 30
'L3' 345+00
'SP' 389+00
8'- 0"
4'-0"
Mall 205
NEXT RIGHT
10⅔-8
8
TYPE "U"
6'- 6"
3'-0"
Mall 205
KEEP LEFT
8-6
6
TYPE "U"
6'- 6
3'-0"
Mall
NEXT
TYPE


S.E. WASHINGTON ST
92ND AVE
"NWA" 352+02
Sign Bridge
"NWA" LINE
"L" 352+95 Lt.
"NWA" 357+00 Rt.
"L" 352+10 Rt.
"WAS" LINE
"WAS" 352+91
Sign Bridge
Bridge
"L" 363+00 Lt.
Sign Bridge
"SD" 385+25 Rt.
Cantilever
"DN" LINE
"L" 393+50
Butterfly Sign Structure
"SP" LINE
"SD" 391+80 Rt.
Cantilever
RIGHT LANE MUST TURN RIGHT
30 x 30
Sign 15
(2 Required)
'SP' 389+00
S.E. 96TH DR.
"Div" 23+30 Lt
Cantilever
"Div" 21+55 Lt.
"DSB" LINE
"L" 405+00 Lt.
Cantilever
DIV' 22+00
"PN" LINE
"DS" LINE
"Div" 17+01 Lt.
Cantilever
S.E. DIVISION ST
"DIV" LINE
"DP" 405+25 Rt.
"DP" 403+55 Rt.
"DP" 409+75
Sign Bridge
0"
205
RIGHT
10⅔-8
8
E "U"
6'-6"
3'-0"
Mall 205
KEEP LEFT
8-6
6
TYPE "U"
6'-6"
3'-0"
Mall 205
NEXT LEFT
8-6
6
TYPE "U"

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-26-83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Install surveillance cameras, monitors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
xx☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1-26-83 as requested in Mr. Keasey's letter of 2-25-83 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 14 representing work to be done by Multnomah County Forces is approved for a TEC of $3,000, Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/7

14. DATE 3-1-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9443

February 11, 1983

CON

Ball, Ball and Brosamer, Inc. &
Bal and Brosamer, J.V.
P. O. Box 30296
Portland, OR 97230

Time Extension Request
Columbia River Bridge-SE Powell Blvd.
Contract No. 9443
FAP No. I-205-7(83)308

Your request for additional contract time in which to complete phase 108.08(c) of the above project has been carefully reviewed and is denied since the extra work done apparently did not delay completion of this phase of the project. Your request, dated December 9, 1982, stated that the extra work was completed on September 16, 1982. No liquidated damages have been assessed for phase 108.08(c) of the contract which had a specified completion date of December 15, 1982.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 25, 1983

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

RECEIVED
JAN 26 1983
CONSTRUCTION SECTION
CE CAE FOE OCS SCS OM CA LS TC FE CP

SUBJECT: COLUMBIA RIVER BR.-SE POWELL BLVD.
East Portland Freeway
Contract No. 9443

Attached is a time extension request from Ball, Ball & Brosamer for 29 days due to their claim that the area in the vicinity of Airport Way was not completely available or suitable by the time specified.

Our contract states on pages 6 and 7 of the special provisions that it is anticipated, but not guaranteed, that all work on ongoing projects will be done by August 20, 1982.

The Airport Way subgrade was essentially done by this time. Mocon, the previous contractor, had fullfilled his responsibilities, which, on Airport Way, were for grading out to subgrade only. There were still some cut-off falsework piling below the subgrade, and in the lowest area under the structures, obviously some subgrade treatment going to be needed. Jim McNamee informed his contractor of this, and told him we would pay him for removing the piling and the subgrade correction as needed. As it turned out, we removed the piling, treated the entire area roughly 200 feet on each side of the structure, and dug out and stabilized a few soft spots before the ATB was placed. The contractor was paid for the work, and in Jim's opinion, it did not interfere with his paving schedule nor change the final completion of the paving. There were areas within the Airport Way Interchange, and on other parts of the job that the contractor could and did work on, so that the corrective work on Airport Way did not alter his schedule.

I agree with Jim that no reason exists for granting the time extension.

2-9-83

W.E. Schwartz:

I concur with Region.

BJackmond

MC/gw
Attachment
cc Jim McNamee

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/19/83	Interstate 205	Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Provide electrical services during construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AT AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/19/83 as requested in Mr. Keasey's letter of 1/24/83 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 13 representing services of PGE is approved for a TEC of $2,000 Federal Funds $1,845.

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO [illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
2/4

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/28/83	G. K. Hasener	for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

nig 9443

1-27-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division, FHWA
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-27-82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
COLUMBIA RIVER BRIDGE - SE. POWELL BLVD.

11. GENERAL DESCRIPTION OF WORK
Hook-up charges and electricity use during construction of project by PP&L.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12-27-82, as requested in Mr. Keasey's January 13, 1983 letter as being in the public interest for the use of Pacific Power & Light forces to proceed with the above work.

State Force Order No. 12, representing work and electrical service provided by PP&L forces, is approved for a TEC of $3,000; Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
FEB 1 '83
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1-27-83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

I-205

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: January 21, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: Columbia Blvd. - I-205 Ramp
Contract No. 9443

1 Versteeg ✓
Anderson
2 Adam

RECEIVED
24
ROAD DESIGN
SECTION

Per our dicussion and discussions between Lee Gunderson and Bill Zirbes it is our feeling that the island at the subject location should be completely removed.

With the island there it requires 2 cycles for pedestrians to completely cross Columbia Blvd. This means stopping traffic for a total of about 50 seconds for a single pedestrian crossing. If the island were eliminated pedestrians could cross in one cycle. It would be necessary to extend the time allowed for this pedestrian crossing by about 5 seconds to approximately 30 seconds. If you still have objections to our plan for complete removal of the island please advise. Otherwise we will plan on going ahead with its removal.

Details for relocating the signal head controlling the right turn movement onto the ramp will be worked out between Lee Gunderson and Bill Zirbes to provide for the movement described in your letter.

cc: Ron Failmezger
Jim McNamee
C. T. Keasey
Hal Versteeg ✓

81-125-1387

January 26, 1983

Bruce Bye, Manager
Mall 205 Management Offices
9900 S.E. Washington
Portland, Oregon 97216

Dear Mr. Bye:

SUBJECT: Mall 205 Signing
Misc. Contract & Agreement No. 7820

As described in our Agreement No. 7820, the Company should now submit a deposit for the Mall 205 directional signing costs:

Columbia River Br.-S.E. Powell Blvd. Contract No. 9443	$2,[illegible].00
Temporary Signing at Division St. Intchge. by State Forces	1,[illegible].00
Total Cost to Date	$3,800.00

Please submit a check or irrevocable letter of credit in the amount of $3,800.00 directly to Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

[illegible], P.E.
Acting Program Section Manager

Faye Pitts
Supp
rec'd check $3800
2-24-83
KEH

KEH:jr

bcc W/Att # 83-02: [illegible], [illegible] Region
Elmer Scofield, Traffic
[illegible] - Please return completed to [illegible] when advance deposit is received.

9443

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 23

TO: MEMO TO FILE

DATE: January 6, 1983

FROM: E. L. Scofield
Sign Design Specialist

SUBJECT: Mall 205 Signing
East Portland Freeway Highway

By a memo dated December 18, 1982, from R. W. Failmezger, this office was requested to determine the possibility of installing temporary southbound signing for Mall 205 at the Division Street Interchange.

An investigation revealed that in 1978 the mall was sent an agreement regarding permanent signing on Interstate 205. The agreement was not signed or returned to the Highway Division.

The permanent northbound signing for Mall 205 is currently being installed under the Columbia River Bridge-S.E. Powell Boulevard Section (Contract No. 9443). The southbound permanent signing is scheduled for installation under the future South Banfield Interchange-S.E. Washington Street Section.

The following estimates have been prepared for the signing:

1. Cost of Mall 205 signing under contract 9443 - $2,500.
2. Cost of Mall 205 signing under the future contract - $4,250.
3. Cost of the southbound temporary Mall 205 signing at Division Street - $1,300.

These three estimates were delivered to Mainor Holmes on January 6. Program Management will prepare a new Construction-Finance Agreement to be submitted directly to Mr. Bruce N. Bye of Mall 205. This agreement will request payment of $3,800 (for contract 9443 and the temporary signing) to be made to the Highway Division.

Upon receipt of the approved agreement and the sum of $3,800 from Mall 205, the Highway Division will order the necessary temporary signs for southbound traffic at Division Street.

Mall 205 will also be requested to submit a future estimated payment of $4,250 after the South Banfield Interchange-S.E. Washington Street Section contract is awarded.

ELS:ds
Attachment

cc: E. L. Hardt - Order temporary signs by State Forces at appropriate time.
M. D. Payne
James McNamee
Mainor Holmes

81-125-1387

Contains Recycled Materials

I-205
misc

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: Allan C. Harwood
Metro Region Operations Engineer

DATE: January 4, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Operations
Columbia Blvd., I-205 Ramp
Contract No. 9443

This office has reviewed your memo to the file of December 29, 1982, concerning the truck operations at the subject intersection. We agree that due to the truck turning difficulties a design change is necessary.

The island was placed to provide a short pedestrian clearance interval for Phase 8 and to provide a positive right-turn indication for the west to north traffic. We would like to maintain these features. It appears that the more efficient and least expensive revision would be to have the island cut back to accommodate the truck turning movement. This would still allow for an island area of over 200 square feet, well within the Federal Highway Administration's guidelines of 75 square feet.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WRZ:kkr

cc: Hal Versteeg
T. H. Schwab
Ron Failmezger

1 Versteeg ✓
Anderson
V Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 5 1983
ROAD DESIGN SECTION

Do Not File
Return To

1-10-83
I concur with this recommendation.

ROUTED TO
1 Staudenmeyer
Watson
Dorn
Leu
Discuss Do File Due
BY FINAL DESIGN ENGINEER

81-125-1387

7443

I-205
misc.

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: December 29, 1982

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: TRAFFIC OPERATIONS
Columbia Blvd. I-205 Ramp Connection

The operation of I-205 and the ramp connections to the city street system has been under study. One problem that has been observed is with eastbound traffic on Columbia Blvd. turning to go north on I-205. Larger vehicles are experiencing some problem in making this maneuver due to width restrictions imposed by the curbed island in the northeast quadrant of the intersection. The proposed solution to this problem involves removal of the island and revision of the signals, including mounting the programmed signal head for overlap "A" on pole number 11 and eliminating Phase 5 overlap "A". Restriping of the crosswalk and for the right turn lane would be required.

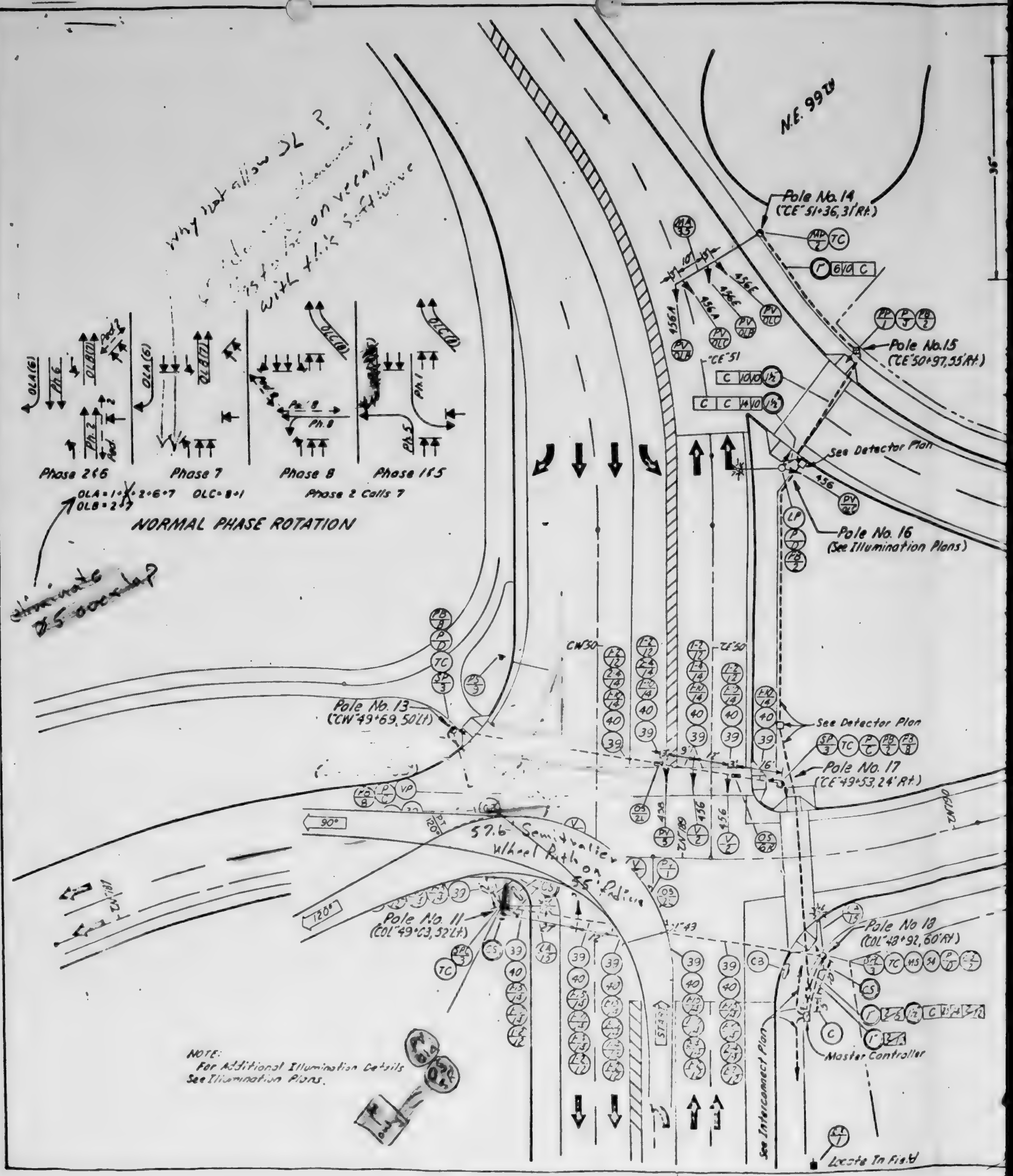
1 ✓
2 A

30

ACH/gw
cc Hal Versteeg - Please advise of the acceptability of the proposed revision.
L. E. George - " " " " " " " " "

L. Stoudenmeyer

81-125-1307



why not allow ØL ?

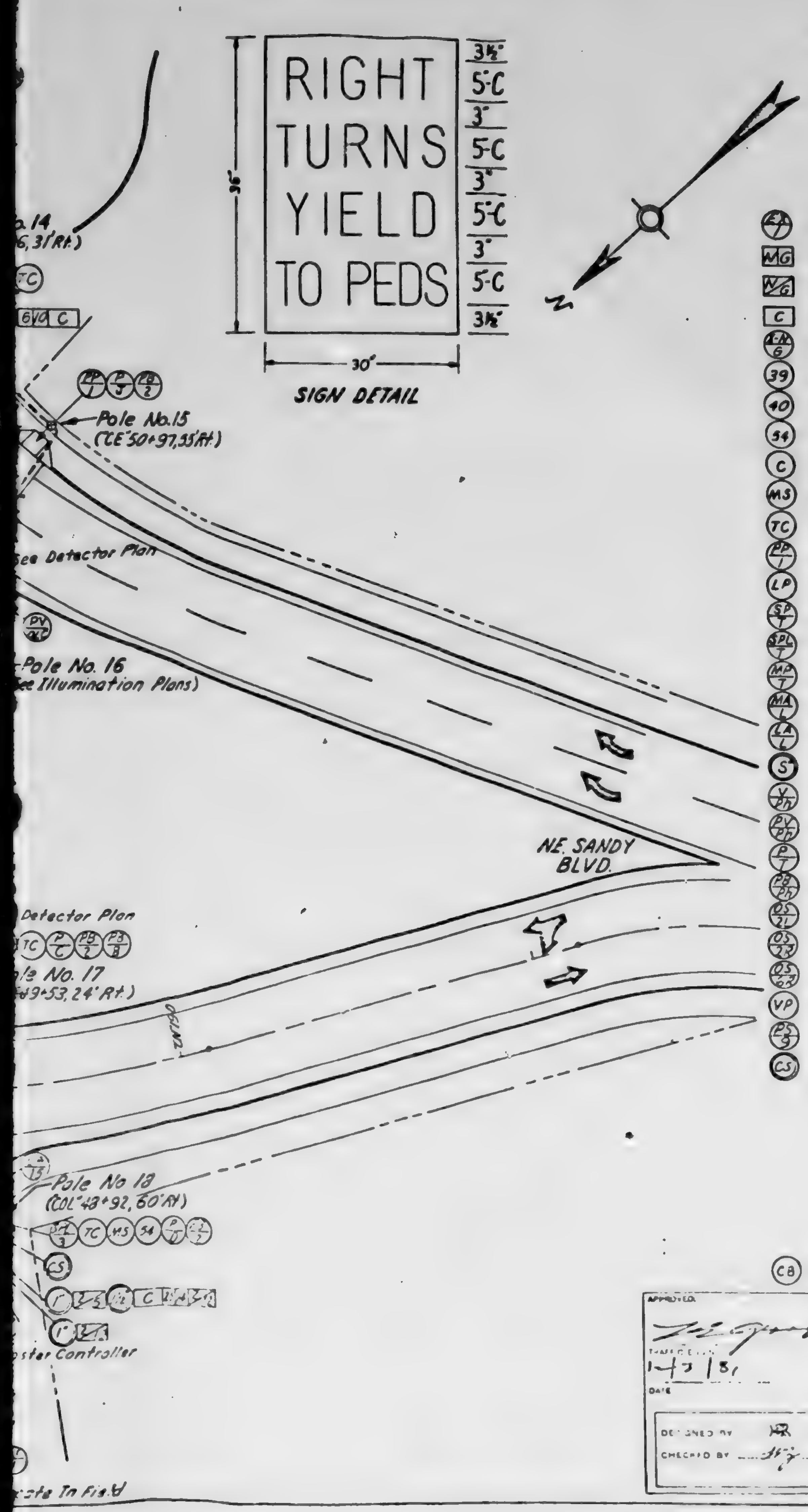
[illegible] on recall with this software

eliminate Ø5 overlap?

57.6 Semitrailer wheel path on 55' Radius

NOTE:
For Additional Illumination Details See Illumination Plans.

SIGNAL PLAN
N.E. COLUMBIA BLVD. AT N.E. SANDY BLVD.



L E G E N D

EP/T	Existing power pole (power source)
NG	Install (N) No. (G) type THWN wires
N/G	Install (N) No. (G) type TW wires
C	Install one No. 6 type THWN wire (signal system common)
X-N/G	Install (X)-(N) wire No. (G) control cables
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire
54	Install service cabinet with 50 amp breaker for signal circuits and 30 amp breaker for master Controller
C	Install Model 170 controller and Model 332 cabinet
MS	Install 120 volt meter base
TC	Install terminal cabinet
PP/T	Install pedestrian signal pedestal with frangible base
LP	Illumination pole (See illumination plans)
SP/T	Installtype (T) standard strain pole
SPL/T	Install type (T) standard strain pole with luminaire pole extension (50' mounting height)
MP/T	Install type (T) standard traffic signal mast arm pole
MA/L	Install (L) foot traffic signal mast arm
LA/L	Install (L) foot luminaire arm
S	Install (S) inch electrical conduit
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS/2R	Install interior-illuminated "RIGHT TURN SIGNAL" sign
OS/2R	Install interior-illuminated "NO RIGHT TURN" sign
VP	Install vehicle signal pedestal with transformer base
PS/9	Install post mounted "RIGHT TURNS YIELD TO PEDS" sign
CS	Install conduit stub for illumination circuits (See Illumination Plan for size and type)

X	= Number shown	T	= Type shown
N	= Number of conductors shown	456	= 12" R, 12" Y, 12" G
G	= AWG size shown	A	= Standard plumbizer
L	= Length shown	E	= Elevator plumbizer
S	= Size shown	458	= 12" R, 12" Y, 12" GLTA
Ph	= Phase shown		

CB	Install crosswalk closure box with "CROSSWALK CLOSED" sign

APPROVED
1-7-81
DATE

DESIGNED BY HR
CHECKED BY

TRAFFIC SIGNAL INSTALLATION
COLUMBIA RIVER BR.-S.E. POWELL BLVD SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

DATE October 1981

8210

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/4/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Additional field survey work by City of Portland

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/4/82 as requested in Mr. Keasey's letter of 11/10/82 as being in the public interest for use of City Forces to proceed with the above work. State Force Order No. 8 Supplemental No. 1 representing additional work performed by City of Portland Forces is approved for a TEC of $10,000 Federal Funds $9,222.

(Note: SFO #8 and SFO #8 Supp. #1 TEC $15,000 Federal Funds $13,833)

orig

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9113

I-205

ROAD DESIGN SECTION

DES 16

Jim McNamee
Project Manager

November 1, 1982

Michael Lucker Michael Lucker
Landscape Designer

Columbia Riv. Br.-S.E. Powell Blvd. Sec.
East Portland Freeway

1 Versteeg ✓
Anderson
Adams
OK? a.Ol.
Sullivan
Tarpin
Trout

RECEIVED
NOV 01 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

This is to confirm our phone conversation on or about 10-19-82. The switching of plan quanities between Yellowtwig and Red-Osier Dogwoods presents no problem for us.

This change applies only to the landscaped section between N.E. Prescott St. and the bikeway o'xing of I-205.

If you have further questions, feel free to call on us.

ML:rw

cc: Landscape Files

94-3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oreogn

7. DATE AUTHORIZATION EFFECTIVE 9/29/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Field survey work by City of Portland

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/29/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of City of Portland Forces to proceed with the above work. State Force Order No. 8 representing work performed by City of Portland Forces is approved for a TEC of $5,000 Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO
McElhinney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/1/82

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MAT

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: October 21, 1982

FROM: John C. Jenkins, PE
Engineer of Materials JJ

SUBJECT: Color Blue on Interstate
Shields

RECEIVED
STATE HWY ENGR
OCT 22 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

During the weekend of September 26 Larry Miller went to Tacoma to inspect signs for Contract 9443, Columbia River Bridge-S. E. Powell Blvd. I was advised Monday, September 27, that the blue on the Interstate Shields was too light.

Subsequently we checked our color tolerance chart with that of Federal Highway traffic engineer in Portland, Elmer Leland, and we are in agreement. Jim McNamee checked the signs on the job and confirmed that he found the shields to be out of specs. Wally Bryant said that if the blue did not fall within the color limits of the chart, his office would go along with a rejection by the state.

The problem is the same as one that we had in the Spring of 1980 which resulted in my writing a letter on June 19, 1980 to each of the four sign manufacturers in the Northwest identifying the problem and pointing out that while we had accepted out-of-spec blue on shields in the previous months, we would expect compliance in the future. This didn't generate a murmur from the sign manufacturers or from Tony Corcoran of 3M who also received a copy.

I talked to Tony Corcoran on September 28 and he told me that the ink that 3M furnished for interstate shields was in specs and that there were two shades of interstate blue - the dark blue covered by the tolerance chart (#710) and a light blue especially for interstate shields (#715).

On October 10 I received a call from Ed Chinback in the 3M Lab in Minnesota and he said the #715 blue was not designed to be in compliance with the color chart. However, he says it is accepted by the FHWA. When I told him it wasn't acceptable to the FHWA people out here he said he'd dig up some specs showing that it had been accepted.

On October 12 I again heard from Tony Corcoran and then from John Jones in the 3M Lab. Jones said the lighter blue was designed for shields back before there was a color tolerance chart. It was made lighter so it would show up as "blue" on shields, rather than "black" as the darker blue does. There was agreement by FHWA that the lighter blue was what they wanted, but Jones said he didn't know if he could find any evidence of this decision. He cited FHWA Specs FP-79, Section 633.06(b) for the color requirements and the method of determining it (attached). This refers to the color tolerance charts as one option or instrumental methods as another option. It says nothing about a separate color blue for interstate shields.

Traffic Safety Supply in Portland and our own sign shop say that they use the dark "standard" blue on the interstate shields that they make.

Do you believe that interstate shields that use a dark blue which shows up as "black" at night in headlights are a detriment? Should we change the shade of blue for interstate shields? If so, perhaps the necessary requirements can be put into future special provisions. If you don't want to change to a lighter blue, please let me know and we will continue to stir up a "tempest in a teapot" when the lighter blue shows up.

gs

cc: W. E. Schwartz
C. T. Keasey
L. E. George
D. Van Laanen
D. E. Wackerbarth

Section 633.—TRAFFIC CONTROL SIGNS AND DELINEATORS

Description

633.01 This work shall consist of furnishing and installing traffic delineators, signs, sign supports, framing and panels, all in accordance with these specifications, and in reasonably close conformity with the locations, lines, grades and details shown on the plans.

633.02 Traffic control sign details not shown on the plans shall be in conformity with the "Manual on Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation, Federal Highway Administration. Sign supports and framing members shall be in accordance with the "Specifications for the Design and Construction of Structural Supports for Highway Signs" as approved and published by the American Association of State Highway and Transportation Officials.

Materials

633.03 Sign Panels. Sign panels shall be made from wood, sheet steel, or sheet aluminum as specified which have the face side reflectorized.

(a) *Plywood panels.* The panels shall be exterior type B-B high density overlay plywood or better, conforming to National Bureau of Standards PS 1-66.

(b) *Aluminum panels.* All sheets and plates shall conform to the requirements of ASTM B 209, alloy 6061-T6.

For large signs laminated honeycomb aluminum sign panels may be used.

Extruded aluminum sign panels shall conform to the requirements of ASTM B 221, Alloy 6063-T6.

(c) *Steel panels.* Sheet steel blanks shall be 14 gauge continuous coat galvanized and conform with ASTM A 525. Zinc coating shall be designation G90 and in addition all sheet steel shall be mill phosphatized to a thickness of 100 ± 50 milligrams per square foot of surface area.

633.04 Posts. Posts shall be either wood, aluminum or steel as specified.

(a) *Wood posts.* Wood posts shall be dry No. 1 grade, S4S, Douglas Fir, Southern or Ponderosa Pine, Hemlock, Spruce, Western Larch, or other wood acceptable to the Engineer, meeting the requirements of Subsection 716.03.

(b) *Steel posts.* Steel posts shall be billet or rail steel conforming to the requirements of ASTM A 499, galvanized in accordance with ASTM A 123. Minimum weight per foot will be as shown on the plans.

The posts shall have $^{3}/_{8}$-inch holes drilled or punched, before galvanizing, along the centerline of the web. The punching or drilling should begin 1-inch from top of post, at 1-inch centers for the entire length of the post.

(c) *Aluminum Posts.* Aluminum posts shall be standard shapes as specified and shall be aluminum alloy 6061-T6, 6351-T5, 6063-T6 or 6005-T5 conforming to ASTM B 221.

633.05 Fittings. Lag screws, washers, clip angles, wood screws, shear plates, U-bolts, clamps, bolts, nuts and other fasteners shall be galvanized steel, aluminum alloy, or as specified by the Engineer or as shown on the plans. All exposed surfaces shall be painted the same color as the area surrounding the part exposed.

Galvanizing of steel hardware shall be in accordance with ASTM A 153. High strength steel bolts, nuts and washers shall conform to ASTM A 325, except as noted on the plans.

633.06 Sheet Reflective Materials. Type I, Type II, Type III and Type IV reflective sheeting.

(a) *Description*

Reflective sheeting shall consist of a retroreflective lens system having a smooth outer surface. When adhesive backing is used the sheeting shall have a precoated adhesive on the backside protected by an easily removable liner. Types I — IV refer to levels of performance in terms of reflective intensity.

(b) *Color Requirements*

(1) The colors specified shall be matched visually and shall be within the color tolerance limits shown on the appropriate Highway Color Tolerance Charts issued by the Federal Highway Administration utilizing the instructions thereon. Certification as to conformance with this requirement may be accepted by the purchaser.

(or)

(2) Through instrumental color testing the diffuse day color of the reflective material shall conform to the requirements of Table I or II and shall be determined in accordance with ASTM E 97, "Standard Method of Test for 45-Degree, 0-Degree Directional Reflectance of Opaque Specimens by Filter Photometry." (Geometric characteristics must be confined to illumination within 10 degrees of, and centered about, a direction of 45 degrees from the perpendicular to the test surface; viewing is within 15 degrees of, and center about, the perpendicular to the test surface. Conditions of illumination and observation must not be interchanged.) The standards to be used for reference shall be the MUNSELL PAPERS designated in Table I and II. The papers must be recently calibrated on a spectrophotometer. The test instrument shall be one of the following or approved equal:

1. GARDNER Multipurpose Reflectometer or Model XL20 Color Difference Meter.

2. GARDNER Model AC-2a Color Difference Meter or Model XL30 Color. Difference Meters.

3. MEECO Model V Colormaster

4. HUNTERLAB D25 Color Difference Meter

(c) *Reflective Intensity*

The reflective sheeting shall have minimum Specific Intensity per unit area (SIA) as shown in Tables III, IV, V, or VI expressed as "candelas per footcandle per square foot" [(C d fc $^{-1}$) ft. $^{-2}$]. Four levels of performance relative to SIA are available to be selected by the purchaser for specific uses. Measurement of SIA shall be conducted in accordance with the method detailed in Section 718.

(d) *Specular Gloss*

The reflective sheeting shall have an 85 degree specular gloss of not less than 40 for types I and II, and not less than 50 for III— IV, when tested in accordance with ASTM D 523.

(e) *Color Processing*

The sheeting shall permit cutting and color processing with compatible transparent and opaque process inks in accordance with the Manufacturers recommendation at temperatures of 60°F to 100°F and relative humidity R.H. at 20 to 80 percent. The sheeting shall be heat resistant and permit force curing without staining of applied or unapplied sheeting at temperatures as recommended by the manufacturer. Color processing for Type III material shall be restricted to sheeting with heat activated adhesive backing unless otherwise recommended by the manufacturer.

(f) *Shrinkage*

A 9 inch by 9 inch reflective sheeting specimen with liner shall be conditioned a minimum of 1 hour at 72°F and 50 percent relative humidity. The liner shall be removed and the specimen placed on a flat surface with the adhesive side up. Ten minutes after liner is removed and again after 24 hours, the specimen shall be measured to determine the amount of dimensional change. The reflective sheeting shall not shrink in any dimension more than $^{1}/_{32}$ inch in 10 minutes nor more than $^{1}/_{8}$ inch in 24 hours.

(g) *Flexibility*

Types I and II Sheeting Material: The sheeting, applied according to the manufacturer's recommendations to a clean, etched 0.020 inch by 2 inch by 8 inch aluminum panel of alloy 6061-T6 conditioned a minimum of 48 hours and tested at 72°F and 50 percent relative humidity shall be sufficiently flexible to show no cracking when bent around a $^{3}/_{4}$ inch mandrel.

I-205

ROAD DESIGN SECTION DES 16

Al Harwood
Region Operations Engineer

October 19, 1982

Donald R. Adams
Final Design Engineer

Columbia River Bridge-Powell
East Portland Freeway
Multnomah County

RECEIVED
1982
ROAD DESIGN
SECTION

During construction of the Division Street structure west of I-205, drain curbs were installed west of that structure as a temporary measure. These drain curbs were to be replaced on a later job when Division Street was narrowed. The A.C. drain curbs were replaced on the east end of the bus crossing structure but replacement did not occur on the west end as the narrowing was accomplished with striping.

Multnomah County has questioned the use of these drain curbs and has requested that we replace them with permanent type "C" curbs.

This seems a reasonable request and I recommend your reivew of the problem and a follow up contact with Oliver Domeries who mentioned this to me.

DNS:DRA:rw

Attachment

43

I-205

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: October 6, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revisions
Columbia River Bridge-S.E. Powell Boulevard Section
East Portland Freeway Highway
Multnomah County
Contract No. 9443

The Metro Region has requested this office to review signing on Division Street and the "DS" and "DP" Lines for the southbound connector to the freeway. The connector was opened to traffic on September 30, 1982.

As a result of the review, we request that you submit an order to revise signs numbered 155, 157, 158, 159, 165, and 166 of the contract plans.

Attached is a copy of our revised sign study plans for this area. The revised legend changes are shown by revision note 3 which are highlighted in yellow on the print. No sign size changes are required for the revions.

The two "RIGHT LANE MUST TURN RIGHT" on Division Street have been deleted during construction due to design changes.

Please initiate the necessary order to have the sign revisions outlined above made by the contractor.

L E George

L. E. George
Traffic Engineer

ELS:ds
Attachments

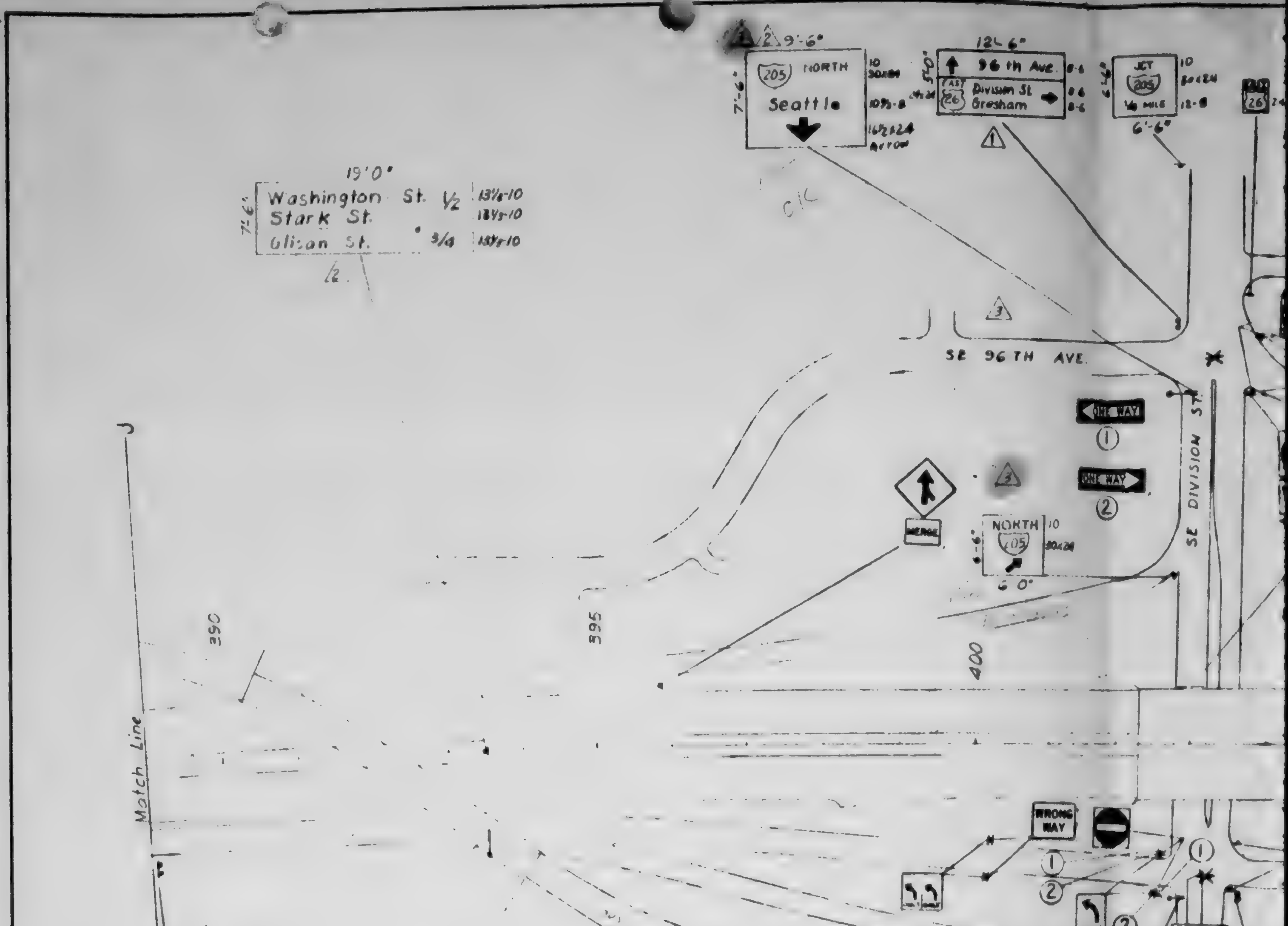
cc: E. L. Hardt
M. D. Payne

1 ✓
2 Adam

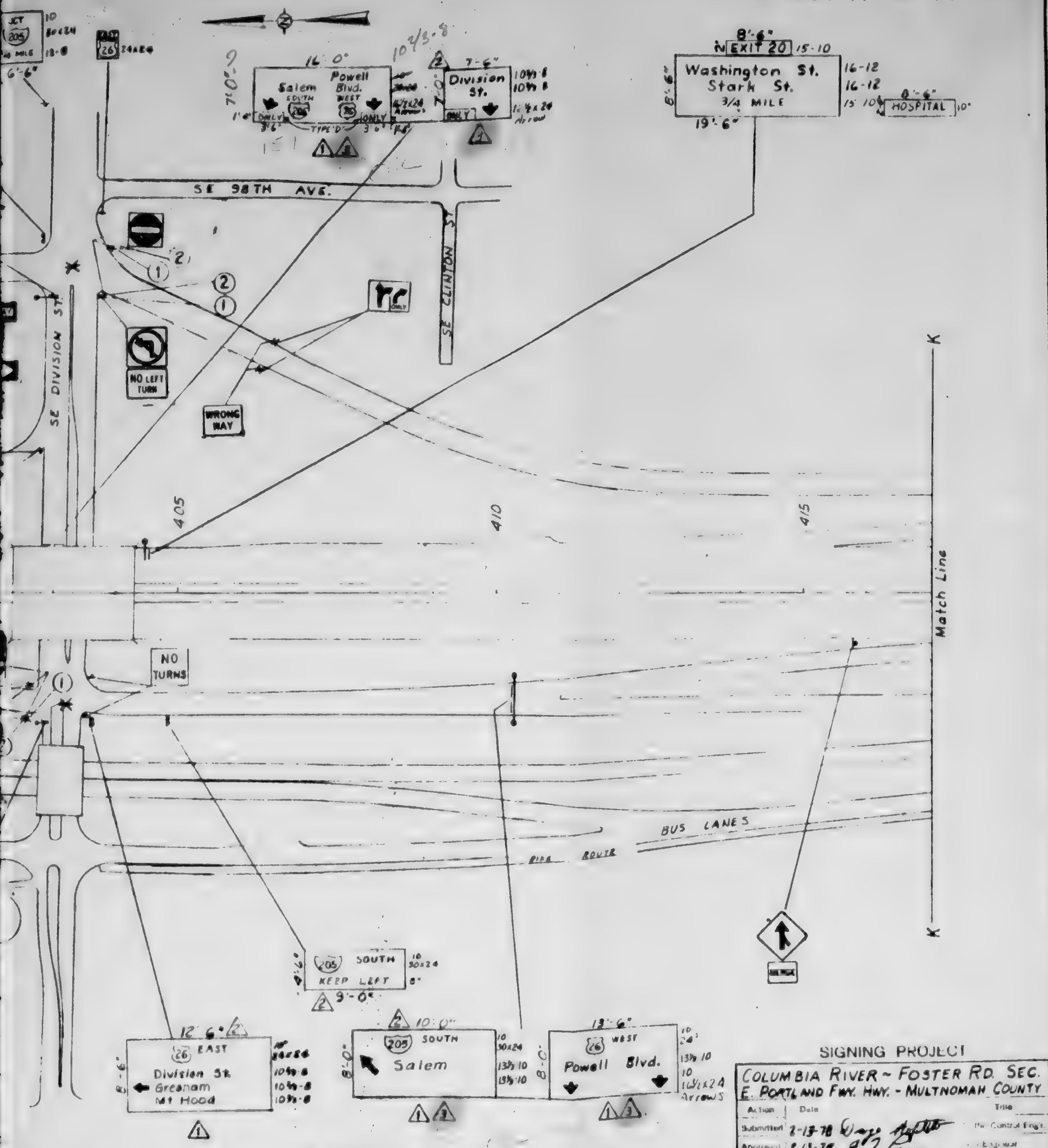
RECEIVED
OCT 1982
ROAD DESIGN SECTION

REFERRED TO
1 Stoudenmeyer
Cole Mann
Watson

Contains Recycled Materials


19'0"
7'-6"
Washington St. 1/2 13⅓-10
Stark St. 13⅓-10
Glisan St. 3/4 13⅓-10
2
9'-6"
7'-6"
205 NORTH
Seattle
10
30x24
10⅔-8
16½x24 Arrow
1 2
12'-6"
5'-0"
96th Ave. 8-6
EAST 26
Division St
Gresham
8-6
8-6
1
JCT
205
½ MILE
10
30x24
12-8
6'-6"
26
3
SE 96TH AVE.
ONE WAY
1
ONE WAY
2
MERGE
3
NORTH
205
10
30x24
6'-0"
400
395
390
Match Line
J
J
SE DIVISION ST
WRONG WAY
1
2
ONLY ONLY
ONLY
2
1
SE LINCOLN ST.
SE GRANT ST
SE 93RD AVE.
9'-0"
26 WEST
Powell Blvd.
State Police
RIGHT LANE
24
8'-6"
8'-6"
6"
6'-6"
1
15'-0"
EAST 26 WEST
Division St.
Gresham
Mt. Hood
Powell
Blvd.
St. Police
24x24 x 5
10⅔ 8
11⅓ 8
11⅓ 8
15x24 Arrows
2
10'-6"
SOUTH 205
WEST 26
Powell Blvd.
Salem
8'-0"
8"
36x24
30x24
10⅔ 8
10⅔-8
18x13 Arrow
1 2 3
CK
GC
Oliv

Sheet 11 of 14



* Additional turn restriction signs will be included in signal plans.

Oliver J. Domreis
COUNTY APPROVAL
8/25/78
DATE

△3 Revised Oct., 1982
△2 Revised October, 1980
Revised JULY, 1978
△1 Revised October, 1978

SIGNING PROJECT

COLUMBIA RIVER ~ FOSTER RD. SEC.
E. PORTLAND FWY. HWY. - MULTNOMAH COUNTY

Action	Date		Title
Submitted	2-13-78		Traffic Control Engr.
Approved	2-13-78	G. T. Lacey	Engineer
"	10/4/78		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	10/11/78	G. K. Howman	

11

9413

I-205

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: Leonard L. Wallace
Assistant Bridge Engineer

DATE: September ~~21~~ 24, 1982

FROM: D N Stoudenmeyer
D. N. Stoudenmeyer
Design Supervisor

SUBJECT: Columbia River Bridge-
S.E. Powell Blvd. Section
East Portland Highway
Multnomah County

Bridge gave their copy to Stoudenmeyer to file.

Attached is a sketch showing a location for an impact attenuator to protect the ~~east~~ existg. bridge column.

Please provide us an appropriate design for such an installation.

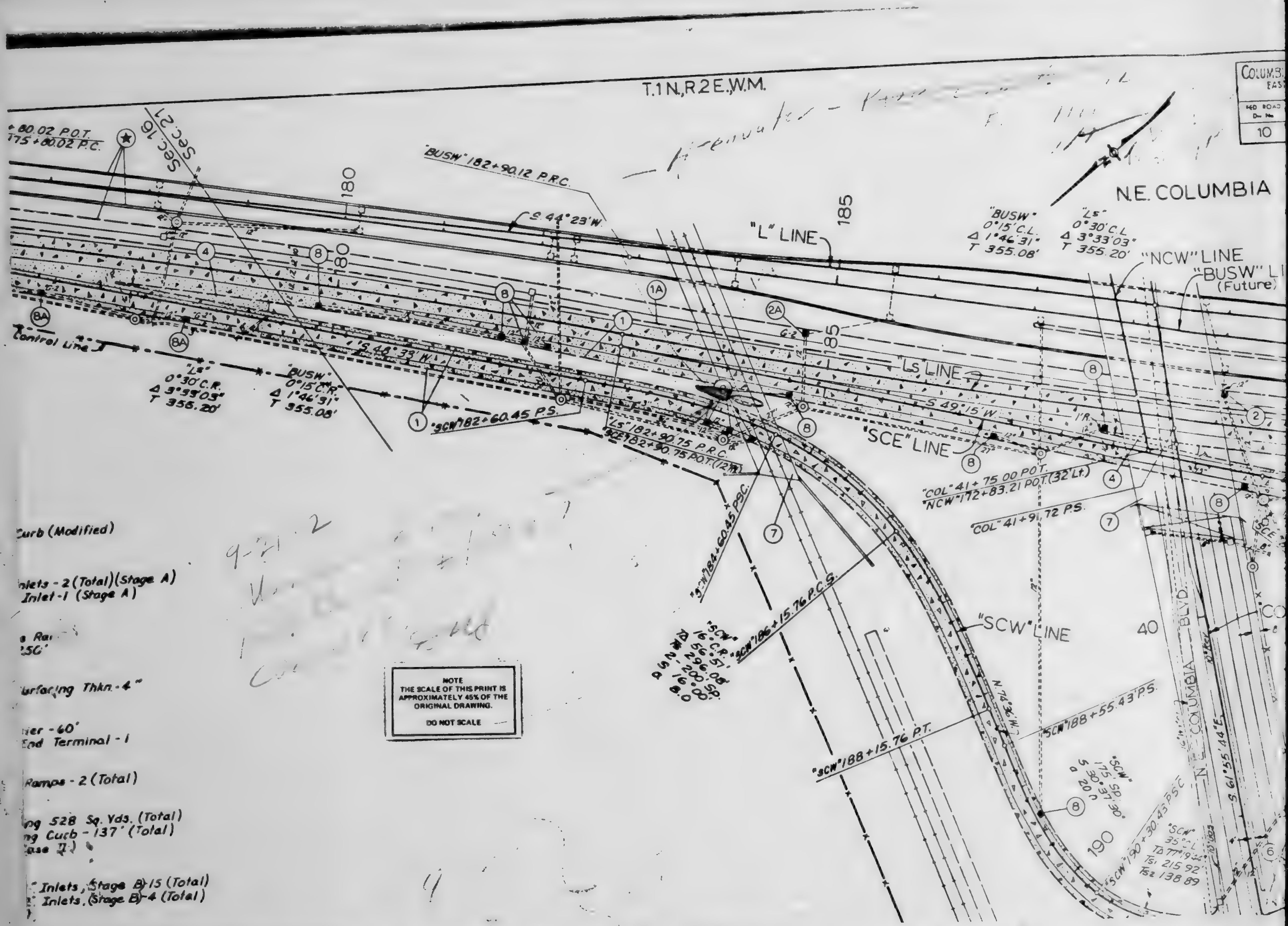
DNS:rlr
Attachments

Maintenance recommend's Fitch Barrels and Adams Concurs.
-DS

9-24-82
attenuator plan (attached) to Jim McNamee to include in project
DNS

RECEIVED
SEP 2? 1982
BRIDGE SECTION

Contains Recycled Materials



Curb (Modified)

Inlets - 2 (Total)(Stage A)
Inlet - 1 (Stage A)

Rai
250'

Surfacing Thkn. - 4"

ier - 60'
End Terminal - 1

Ramps - 2 (Total)

ng 528 Sq. Yds. (Total)
ng Curb - 137' (Total)
ase II)

Inlets, Stage B) 15 (Total)
Inlets, (Stage B) - 4 (Total)

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

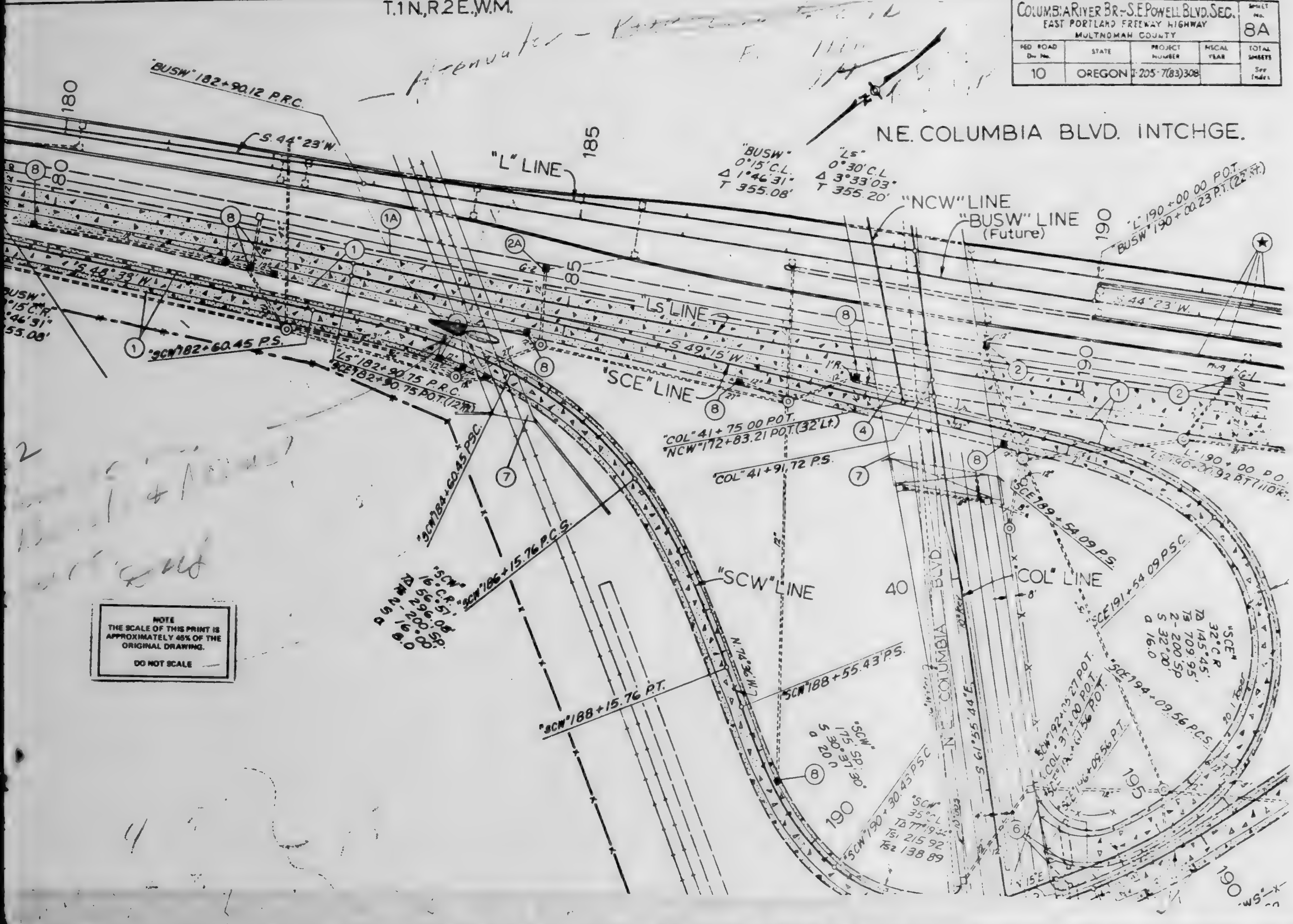
9-21-2

16V-5-

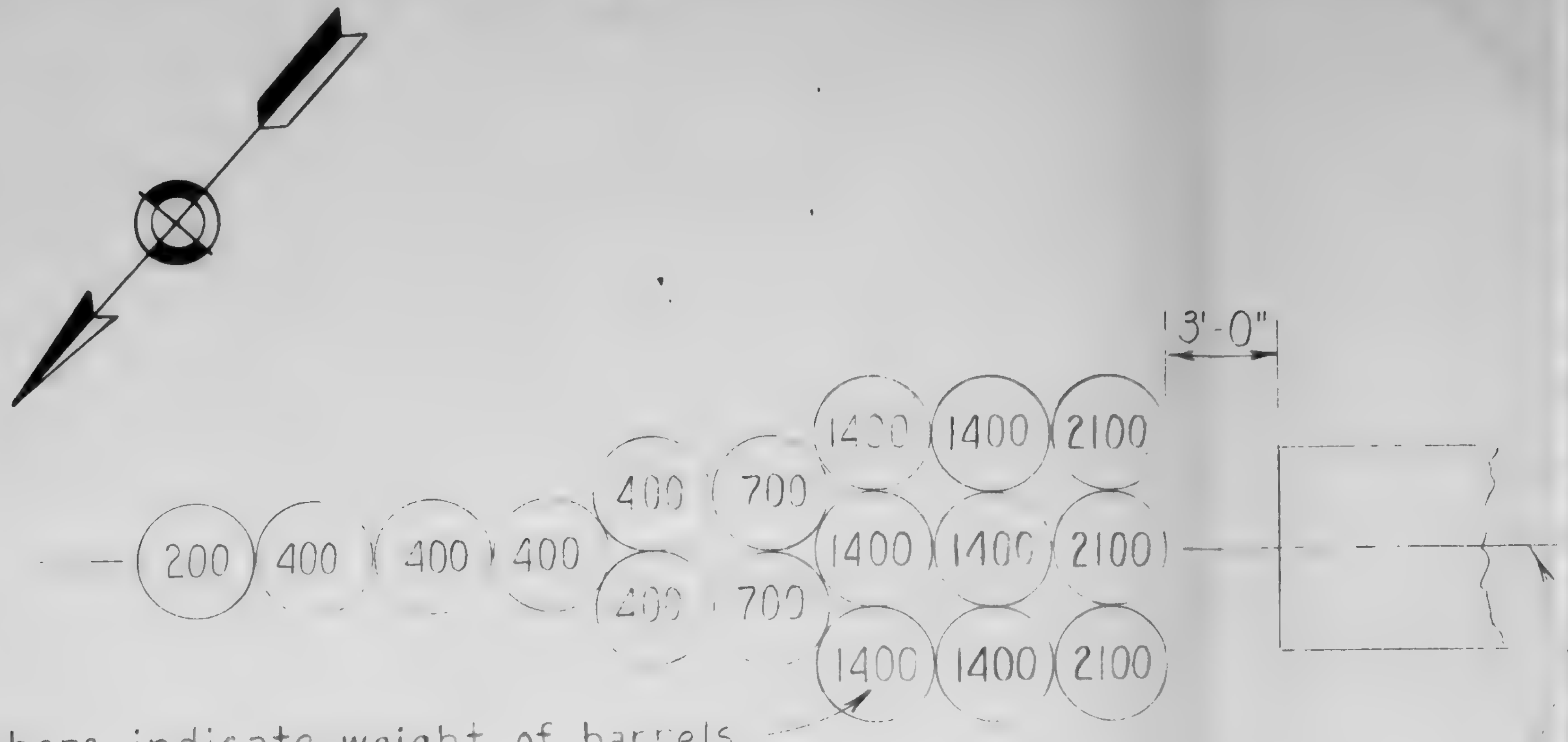
COLUMBIA RIVER BR.–S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 8A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

N.E. COLUMBIA BLVD. INTCHGE.

T.1N.,R.2E.,W.M.



NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE



Numbers indicate weight of barrels

℄ Bent 2 U.P.R.R. (Kenton
Line) O'xing, Br. No. 9682

PLAN

Scale: $\frac{3}{16}$" = 1'-0"

Notes:

Impact attenuator shall be the inertial type such as Fitch Inertial Barrier System, Fibco Inc.; The Energite System, Energy Absorption Systems; or approved equal. ✓

Design speed = 70 mph.

Average G force = 6.0 G's.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

COLUMBIA RIVER BRIDGE - S.E. POWELL BLVD. SECTION · MULTNOMAH COUNTY
IMPACT ATTENUATOR AT STA. "Ls" 184+00 RT.

APPROVED:
BRIDGE ENGINEER

DATE Sept. 1982
BRIDGE NO. 9682
DESIGNED WMT
DRAWN WMT
DRAWING NO. B-922

I-205

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 9, 1982 CON 5
9443

TO: James W. McNamee
Project Manager

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Columbia River Bridge - SE Powell Boulevard Section
East Portland Freeway
Multnomah County
CON 9443

Attached are four approved shop drawings for the slip-form method of placing median concrete barriers for the subject project.

Use of the slip-form method requires great care in minimizing drag on the concrete. The top and faces of the finished barrier will be subjected to sags, humps and other irregularities. They should be kept to an acceptable minimum. The concrete slump should be held to 1" ± ½". The exposed surfaces should be broom finished with vertical strokes and painted with two coats of paint as per specifications.

The State should get credit for any savings in the use of the slip-form method.

The barriers shall be discontinued at each of the luminaire or other structural base supports. The structural supports shall be cast-in-place with reinforcement as per contract plans. The expansion joints in barriers shall be located so as to be no closer than 6 inches from the nearest metal rail post. The bike rail post base connection shall be adjusted to use concrete expansion anchors per the shop drawing instead of anchor plate and anchor bolt detail shown on the contract plans.

KAK:jrb

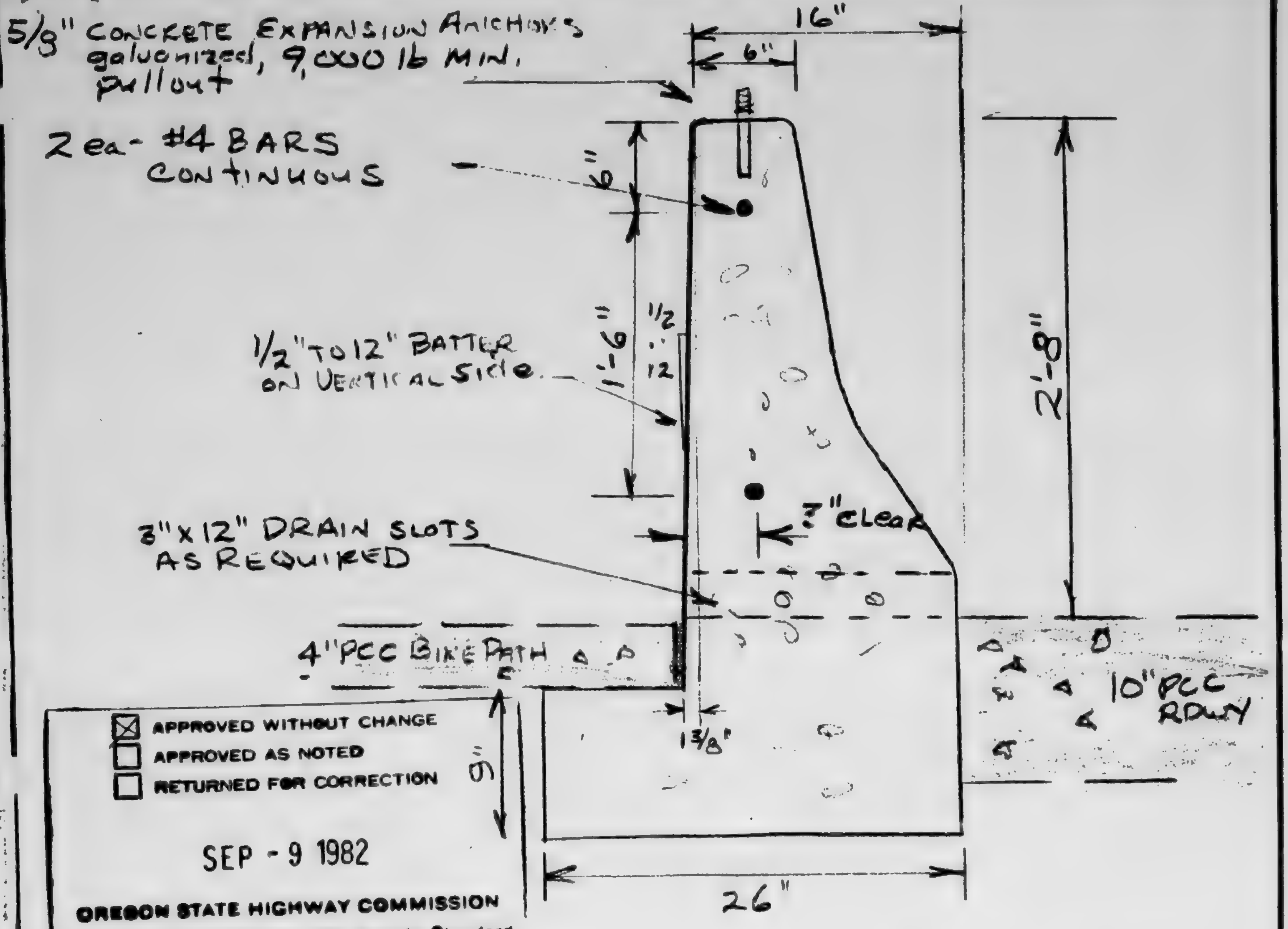
Attachments

cc: J. H. Versteeg /w/ attachments
Don Adams /w/ attachments

REFERRED TO
1 Staudenmeyer
Board wkc 2 Mann
3 Cole 7.E. 5 Watson
4 Erikson
Hagel 6 Dorn RD Leu
Doe
(Return) Discuss Do File
BY FINAL DESIGN ENGINEER
Info

Contains
Recycled
Materials
81-125-1387

SP*75683-1


5/8" CONCRETE EXPANSION ANCHORS galvanized, 9,000 lb MIN. pullout
16"
6"
2 ea- #4 BARS CONTINUOUS
6"
1'-6"
1/2 : 12
1/2" TO 12" BATTER ON VERTICAL SIDE
2'-8"
3" clear
3" x 12" DRAIN SLOTS AS REQUIRED
4" PCC BIKE PATH
10" PCC RDWY
1 3/8"
9"
26"

☒ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

SEP - 9 1982

OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY:

NOTE: 1" OPEN EXPANSION JOINT EVERY 100' MIN and 3/4" deep contraction saw cuts at 20' min intervals

PER SPECIALS CONCRETE TO BE CLASS 4500 - 3/4

COLUMBIA RIVER - SE POWELL BLVD #9443
BALL, BALL & BROSAMER

SCALE: 1" = 10"
DATE: 8-31-82
APPROVED BY:
DRAWN BY J.M
REVISED

EXTRUDED CONCRETE BARRIER WITH HANDRAIL

CORAL CONSTRUCTION
692-2252

DRAWING NUMBER

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: August 9, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Interstate 5 at Interstate 205 Junction
Pacific Highway

Attached are prints showing revised signing for northbound traffic on Interstate 5 at the junction with Interstate 205.

The routing for Seattle over Interstate 205 was originally requested by the State of Washington Department of Transportation. The revisions have been approved by H. S. Coulter, State Highway Engineer, and E. L. Hardt, Metro Region Engineer.

Please revise the signing plans on the Columbia River Bridge-SE Powell Boulevard Section contract so they conform to the attachments.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George - Traffic Engineer

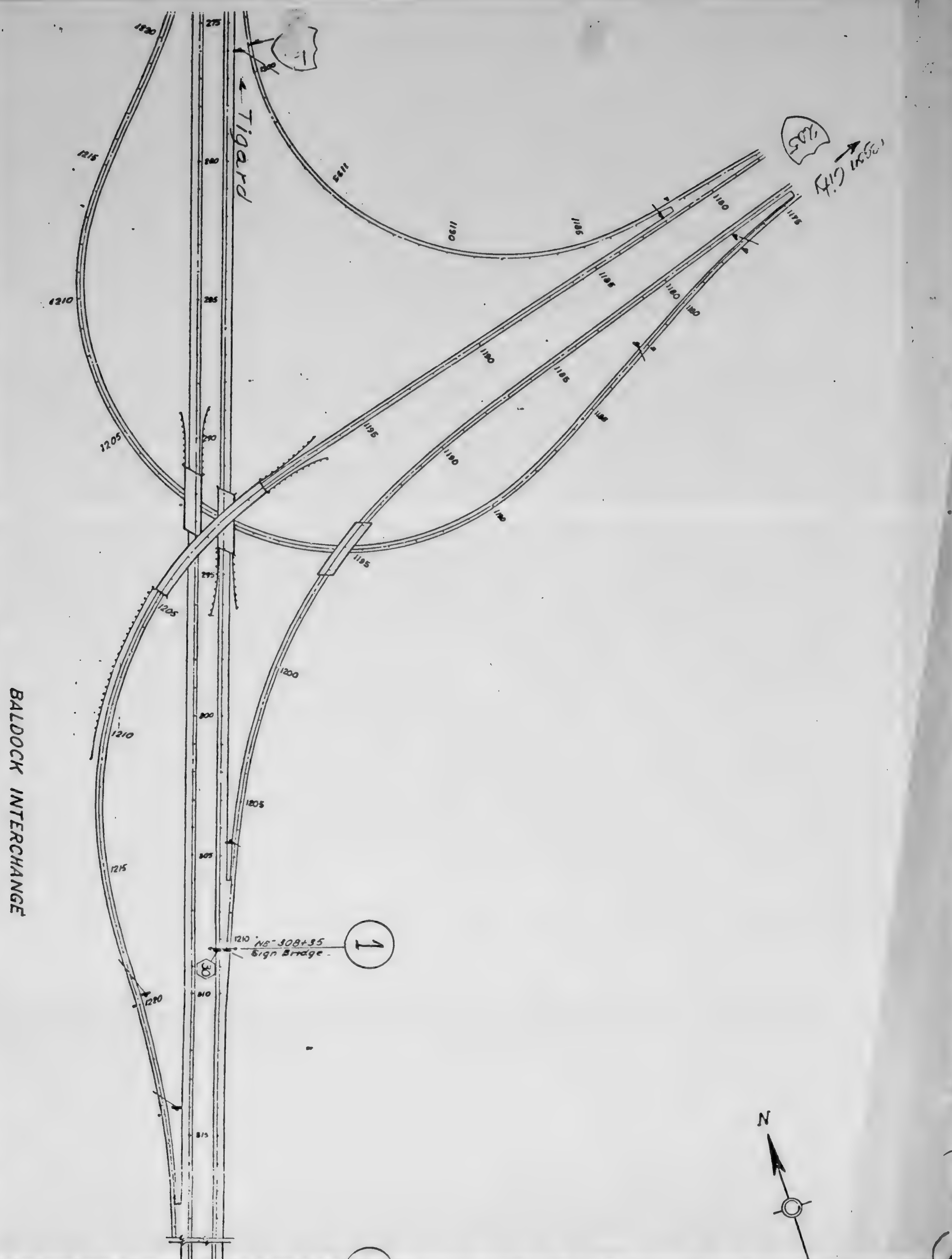
ELS:ds
Attachments

cc: H. S. Coulter
E. L. Hardt
T. H. Schwab
Loren Wagnild

RECEIVED
STATE HWY ENGR
AUG 10 '82
REFER TO
FOR

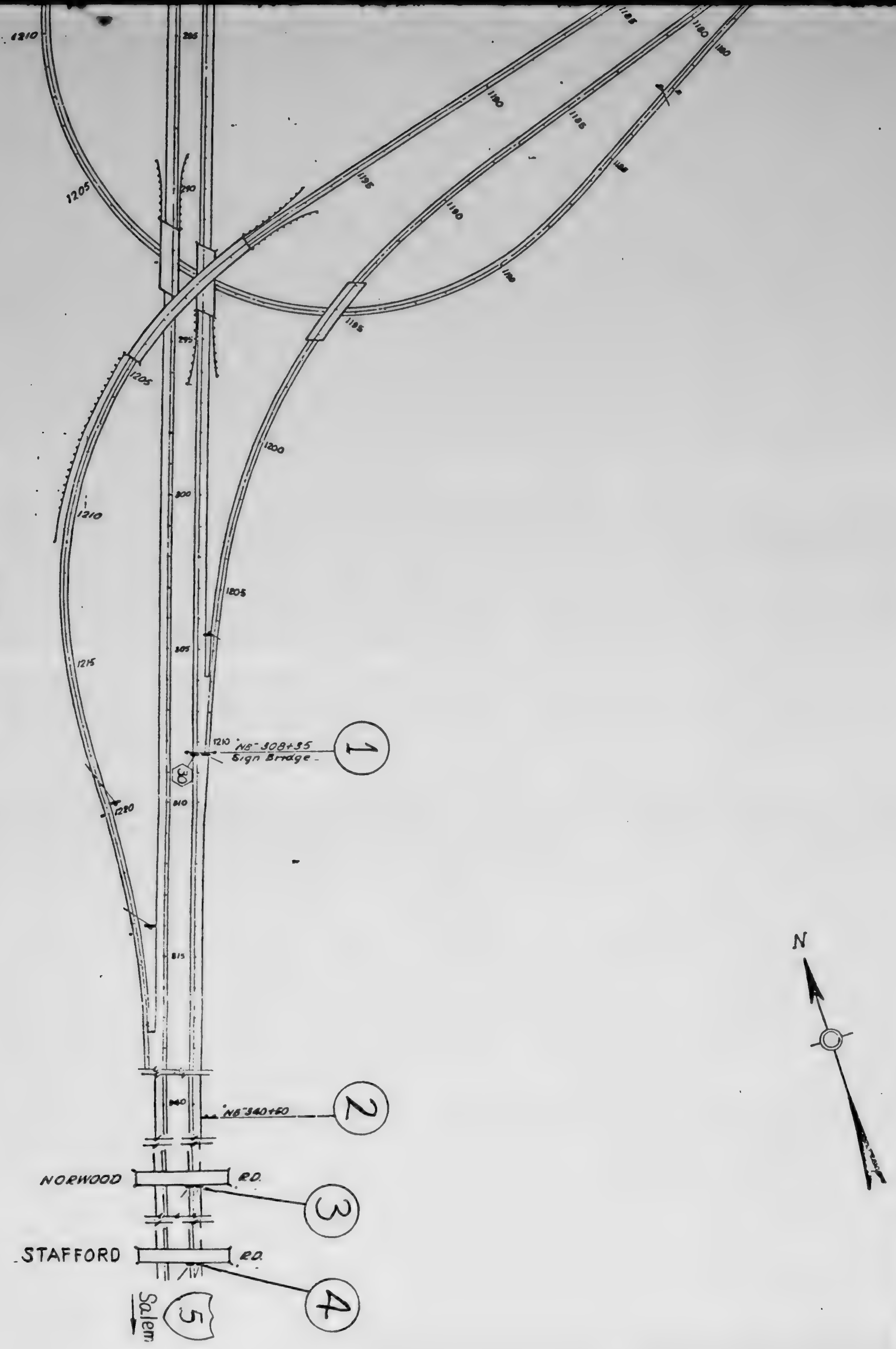
Info	Inves	R/D	D.R	Sign	Act	File
✓					✓	

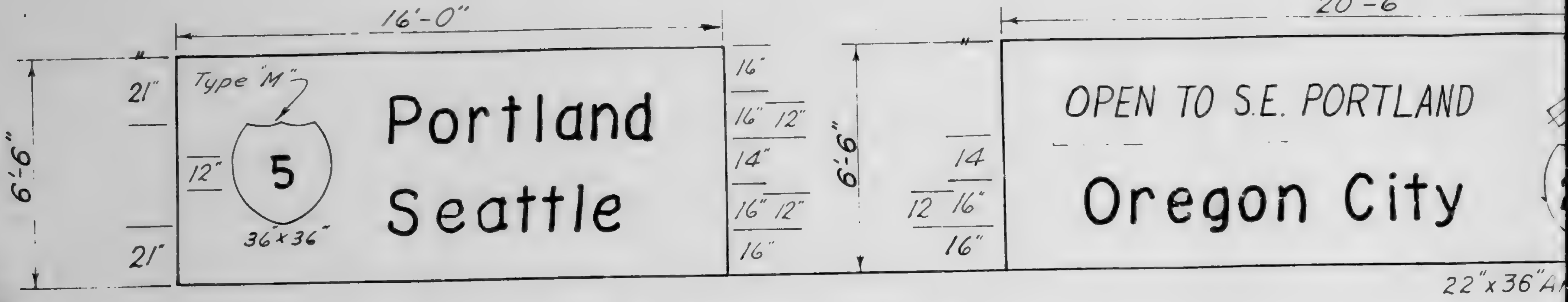
NOTED
W. E. SCHWARTZ



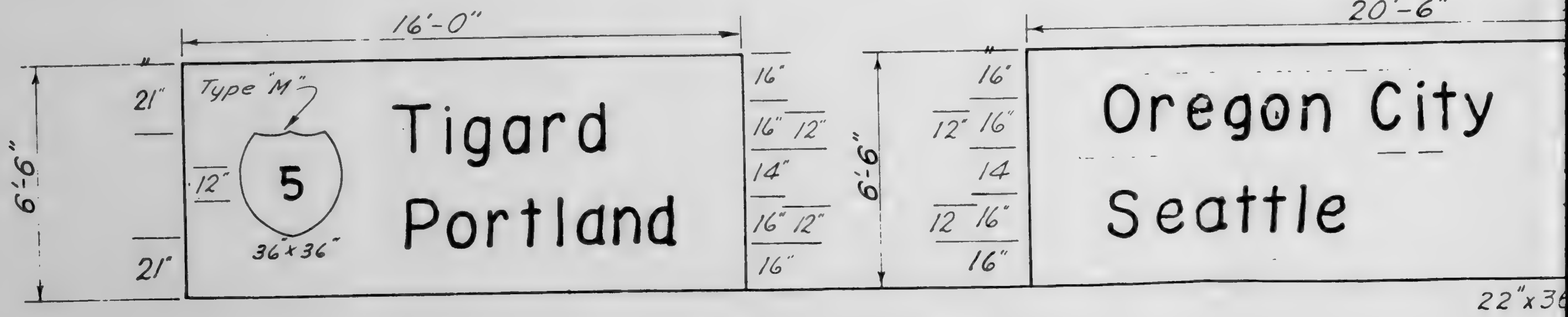
BALDOCK INTERCHANGE

BALDOCK INTERCHANGE



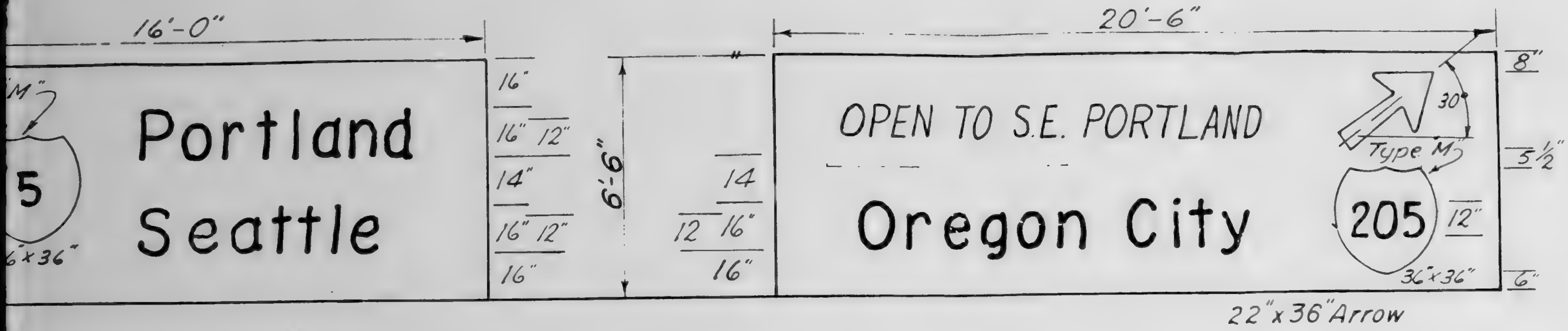


EXISTING SIGNS

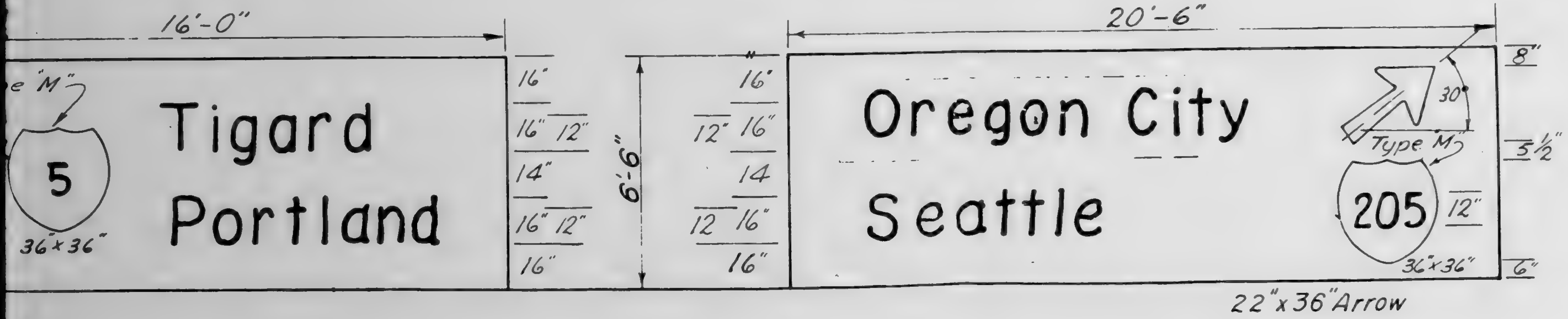


REVISED SIGNS

LOCATION ① (STA. 308+35 - SIGN BRIDGE

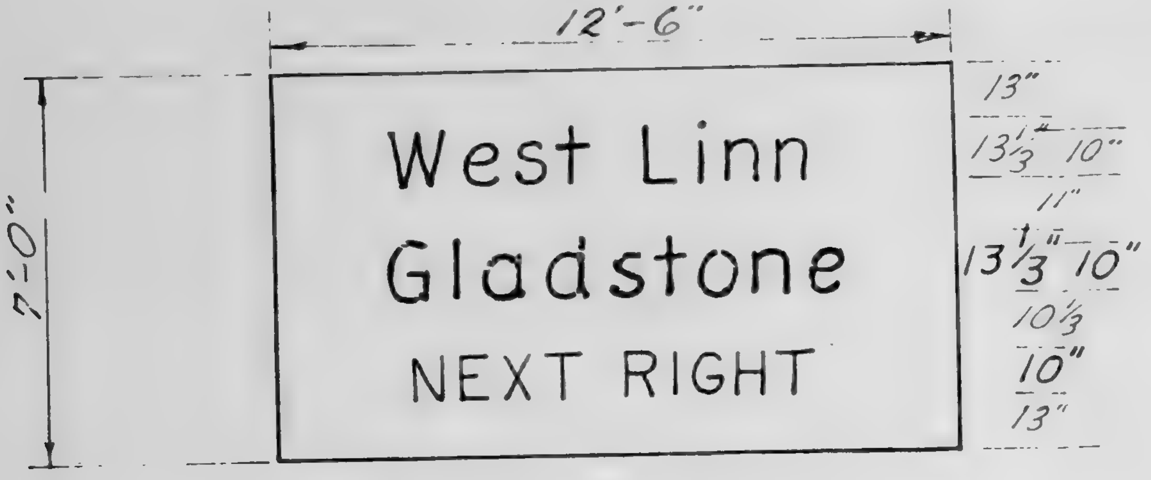


EXISTING SIGNS

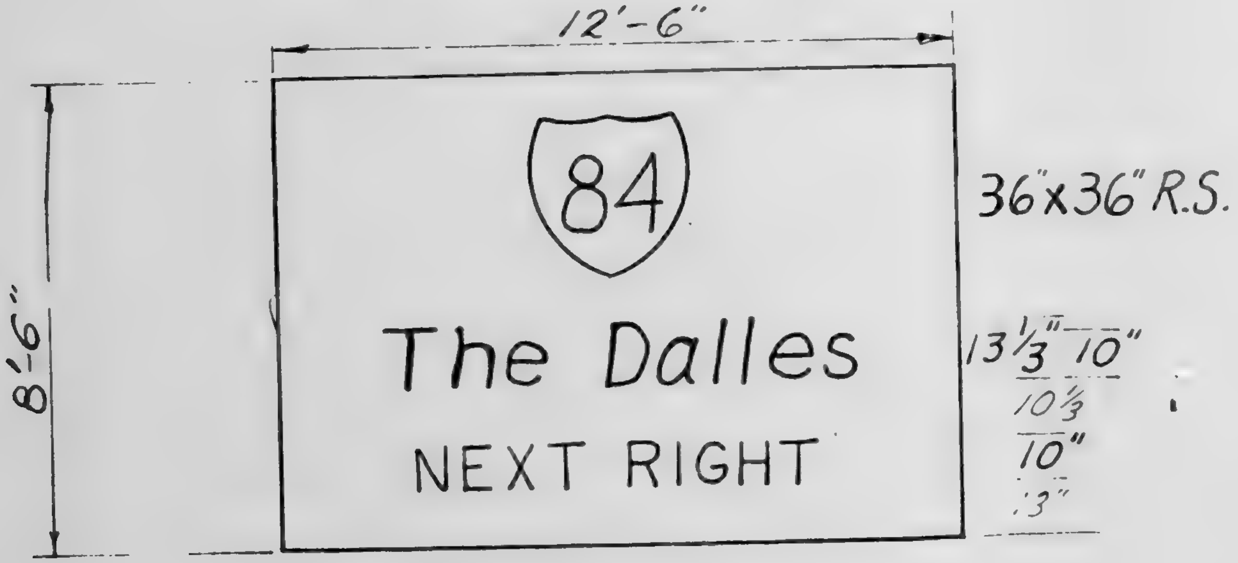


REVISED SIGNS

LOCATION ① (STA. 308+35 - SIGN BRIDGE

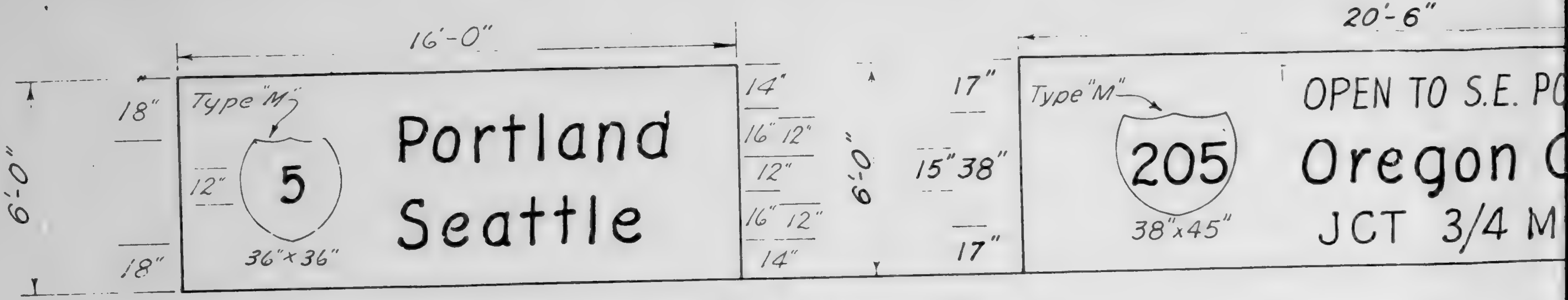


EXISTING SIGN



REVISED SIGN

LOCATION ② (340+50 - GROUND MOUNT)



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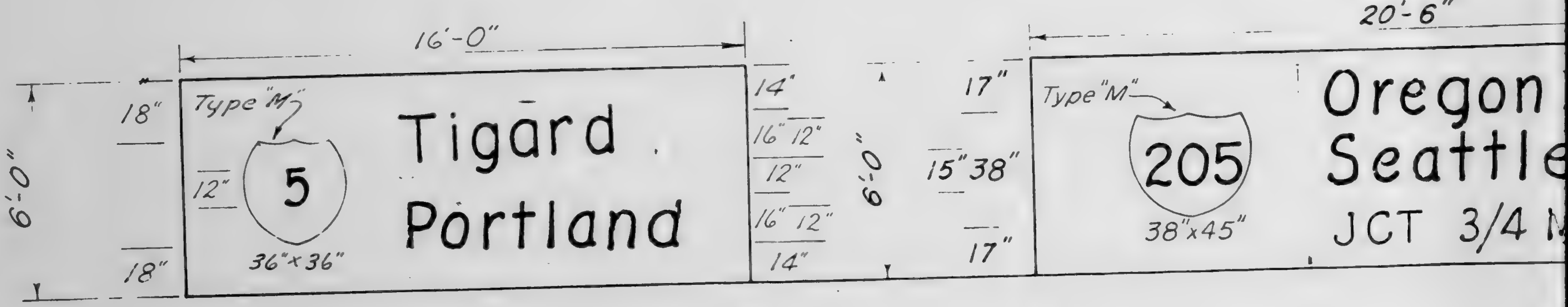
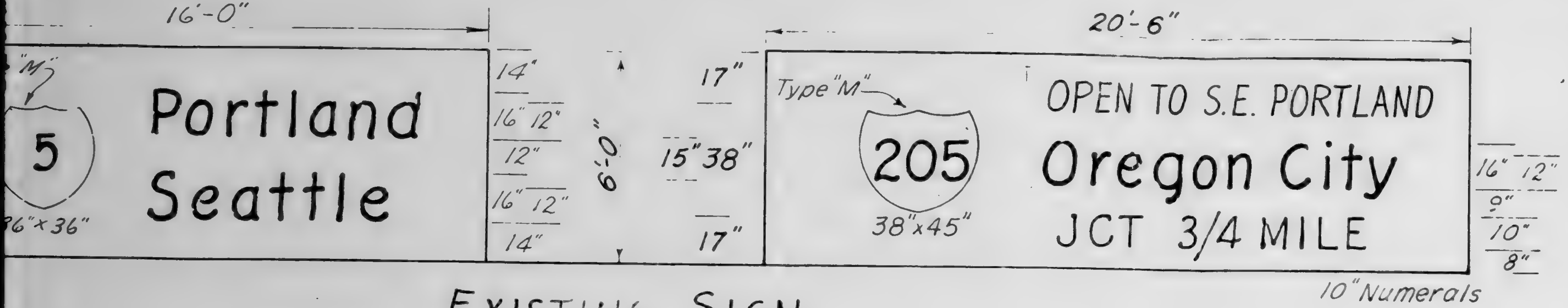


REVISED SIGN

LOCATION ③ (NORWOOD RD. STRUCTURE MOUNT)



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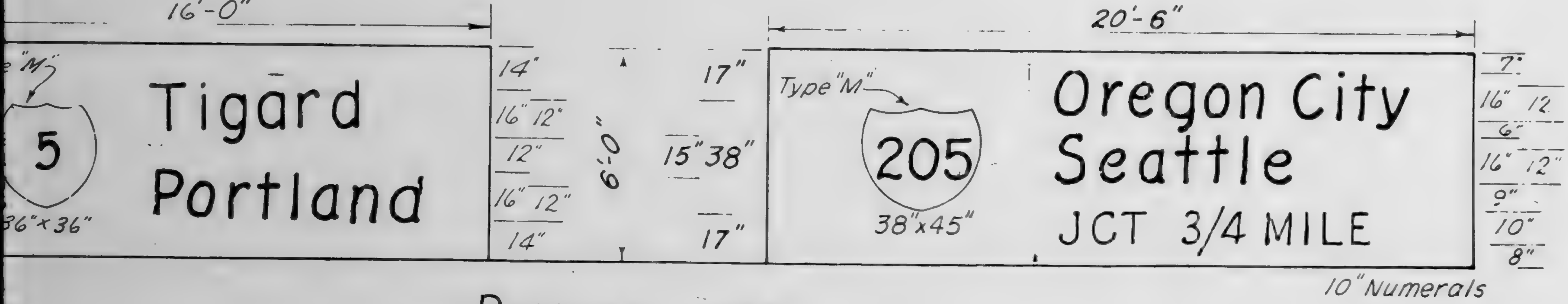
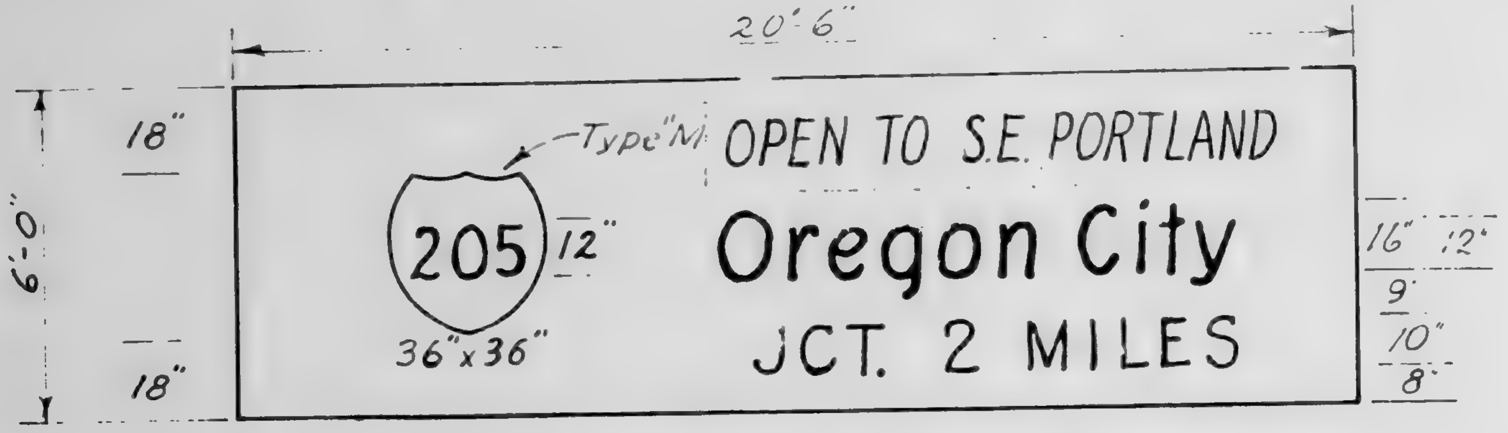


REVISED SIGN

LOCATION ③ (NORWOOD RD. STRUCTURE MOUNT)



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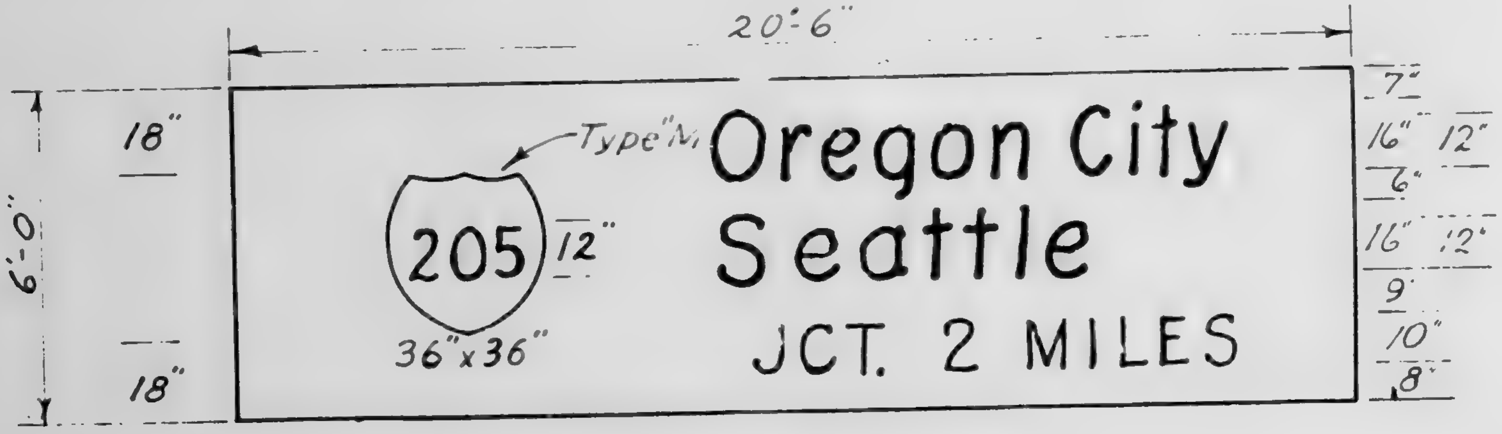


REVISED SIGN

LOCATION ④ (STAFFORD RD. STRUCTURE MOUNT)

9443

1-P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Columbia River Bridge - SE. Powell Blvd.
Date July 16, 1982
Highway East Portland Freeway
Contract No. 9443
County Multnomah
Prefix 626-1076
Contractor Ball, Ball, & Brosamer, Inc. & Ball & Brosamer, J.V.
F. A. Project No. I-205-7(83)308
Address P. O. Box 30298, Portland, Oregon 97230
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Grind existing pavement and/or bridge decks as necessary.

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Labor..........	$1,000.00
Equipment......	$3,000.00
Materials......	$1,000.00
	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is required to provide a smooth ride. This work is not covered under a bid item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $20,408,837.6
Present estimate of project cost, including $5,000.00 for work under this order $20,408,837.6
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by:
Project Manager

Approval Recommended:
Regional Engineer
DS 7-29-82

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
Construction Engineer.
7-20-82

1243

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-28-82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - S. E. Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Remove existing street lighting (2) and install one light furnished by contractor.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/28/82 as requested in Mr. Keasey's letter of 6/25/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 7 representing work to be performed by PGE is approved for a TEC of $654.00, Federal funds $603.00.

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR C
Info | Inves | R/D | D R | Sign | Act | File

OWQ
7-7-82

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9443 G

I-205

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

DATE: May 17, 1982

TO: D. N. Stoudenmeyer
Design Supervisor

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Sign Plans
Columbia River Br.-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

Attached are two prints of the approved sign plan for the temporary connection of the East Portland Freeway and the Columbia River Highway.

The County has granted permission to install the temporary signs on the county roads.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

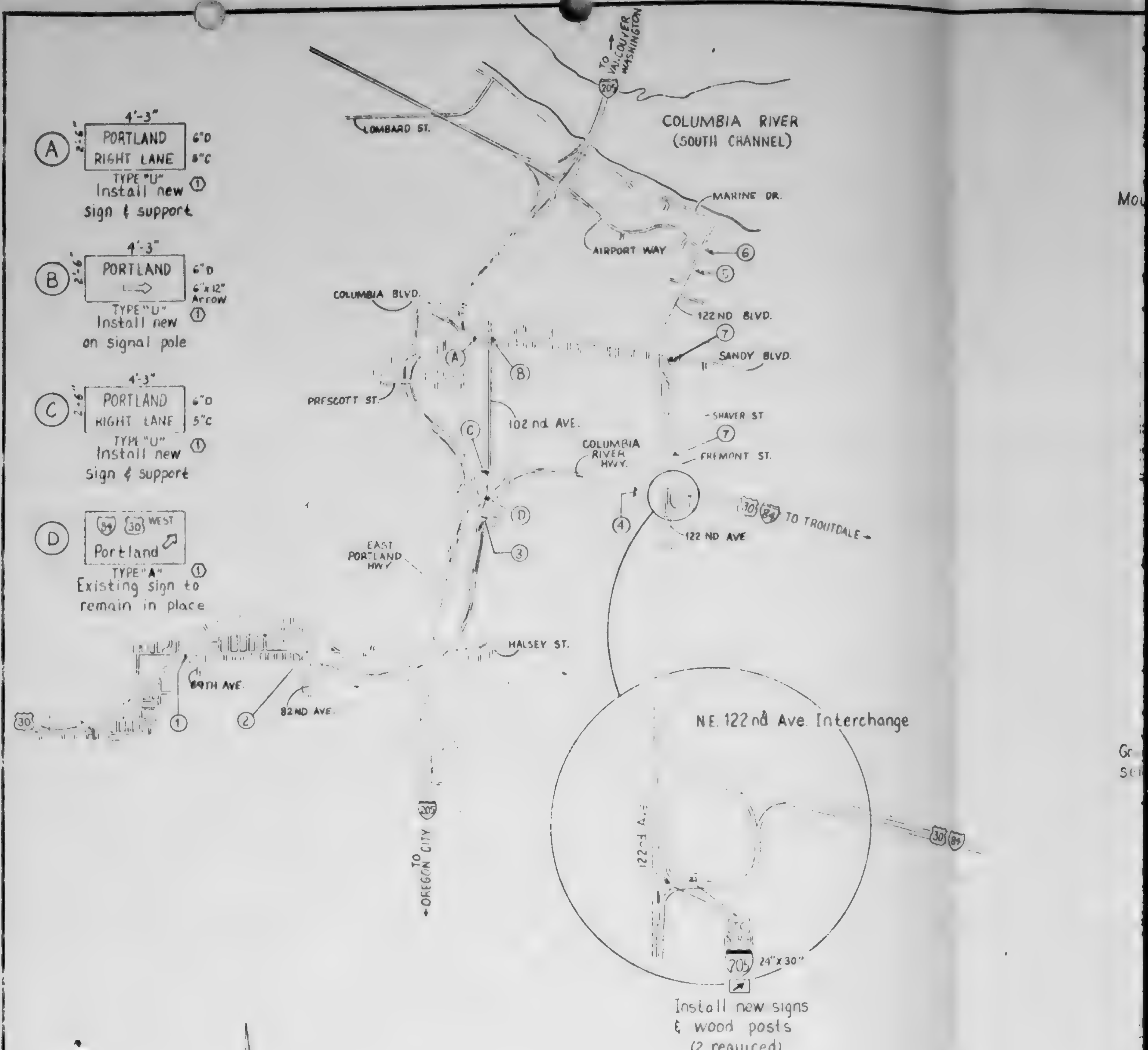
ELS:np
Att.

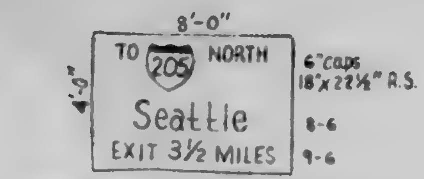
cc: E. L. Hardt - w/att.
M. Payne - w/att.
C. T. Keasey - w/att.

RECEIVED
[illegible] 1982
ROAD DESIGN
SECTION

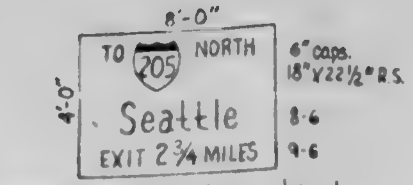
REFERRED TO
2 [illegible] 1 Stoudenmeyer DNS
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Covered by anticipated
S.F. work. Right?
Yes
No

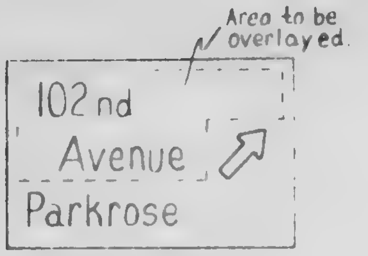

4'-3"
2'-6"
A
PORTLAND
RIGHT LANE
6"D
5"C
TYPE "U" ①
Install new
sign & support
4'-3"
2'-6"
B
PORTLAND
6"D
6"x12" Arrow
TYPE "U" ①
Install new
on signal pole
4'-3"
2'-6"
C
PORTLAND
RIGHT LANE
6"D
5"C
TYPE "U" ①
Install new
sign & support
D
84
30
WEST
Portland
TYPE "A" ①
Existing sign to
remain in place
TO VANCOUVER WASHINGTON
205
COLUMBIA RIVER
(SOUTH CHANNEL)
LOMBARD ST.
MARINE DR.
AIRPORT WAY
⑥
⑤
COLUMBIA BLVD.
122ND BLVD.
⑦
SANDY BLVD.
A
B
PRESCOTT ST.
102nd AVE.
C
SHAVER ST
⑦
FREMONT ST.
COLUMBIA RIVER HWY.
④
30
84
TO TROUTDALE
122 ND AVE
D
③
EAST PORTLAND HWY
HALSEY ST.
69TH AVE.
82ND AVE.
30
①
②
205
TO OREGON CITY
N.E. 122nd Ave. Interchange
122nd Ave
30
84
205
24" x 30"
Install new signs
& wood posts
(2 required)
N



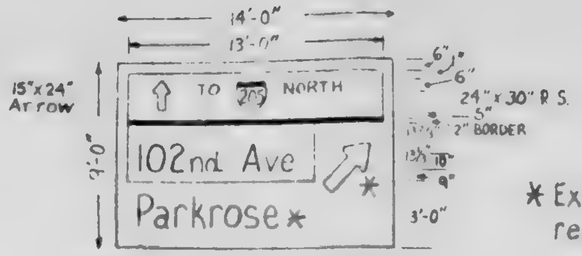
Mount on Halsey St. struct.
M.P. 4.26
TYPE "U"
①



Mount on 82nd Ave. struct.
M.P. 5.01
TYPE "U"
②

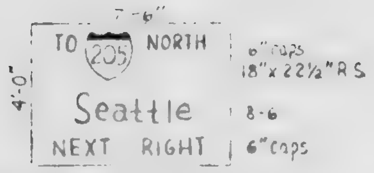


Existing sign
③

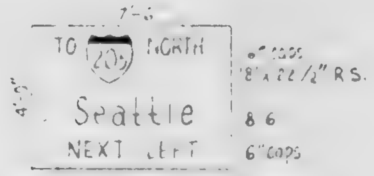


Cover existing legend with
TYPE "A" overlay as shown.
M.P. 6.60±
③

*Existing legend to
remain in place

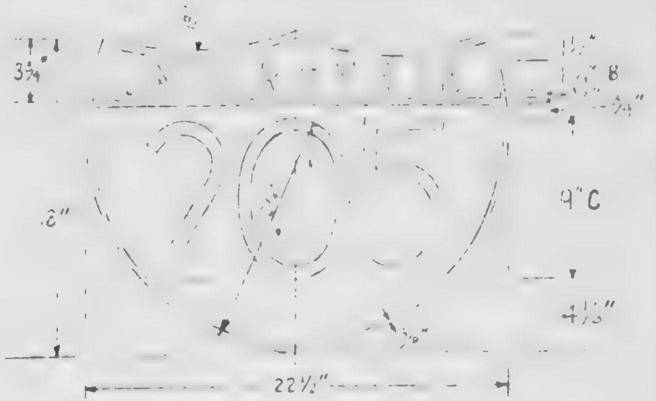


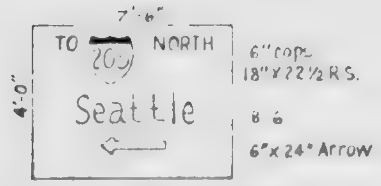
Ground mount at location
selected by the Project Mgr.
TYPE "U"
④



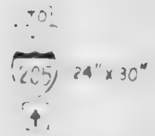
Install new sign & posts
TYPE "U"
⑤

18" INTERSTATE ROUTE SHIELD





Install new sign & posts
TYPE "U"
⑥



Install new signs
& post
(2 required)
⑦

① Added 3-8-82

*George Stillman
4 1982

M Bauer
3 4 '82

*County also granted permission to install temporary signs on Multnomah County roads as shown.

SIGNING PROJECT

COLUMBIA R. BR. - COLUMBIA R. HWY. INTCH.
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Action	Date	Signature	Title
Submitted	2-19-82	[illegible]	[illegible]
Approved	[illegible] 82	[illegible]	Sign E[illegible]
"	[illegible]	[illegible]	Traf[illegible]
"			Asst Hwy E[illegible]
[illegible]	5/13/82	E K [illegible]	[illegible]

9443 I-205

ROAD DESIGN SECTION DES 16

May 19, 1982

James McNamee
Project Manager

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Columbia River Br.-S.E. Powell Blvd. Sec.
East Portland Freeway
Multnomah County
Contract No. 9443

RECEIVED
MAY 20 1982
ROAD DESIGN SECTION

Versteeg
Andersen
Adams
Olsen
Sullivan
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

Attached find three sets of approved shop drawings for the Type "A", "AA" and "BB" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Control Signs Co. for sign fabrication.

Please inform the contractor that contrary to the last sentence, first paragraph of subsection 645.12 in the Standard Specifications, the decision has been made to use only reflector button removable legend on this project.

WGB:rw

Attachments

cc: C. T. Keasey
E. L. Hardt
W. G. Beard

94-13

I-2054

ROAD DESIGN SECTION

DES 16

Duane O. Christensen
Construction Operations Engineer

May 4, 1982

Donald R. Adams
Final Design Engineer

Columbia Riv. Br.-S.E. Powell Blvd. Sec.
East Portland Freeway

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 5 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We have examined the proposal from Ball, Ball and Brosamer, Inc. and Ball and Brosamer, J. V. concerning their request for a revision in the construction of the Stage B portion of concrete inlets on the Columbia River Bridge-S.E. Powell Blvd. Section of the East Portland Freeway.

We find no objection to the requested revision, but we agree that the extra #4 reinforcing bars should be used as shown in the detail on sheet 2C of the contract plans.

RD:DRA:rw

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97266

OM MRE OE PPM CE
TCS RECEIVED ME
US APR 15 1982 PDM
CSA Metro Region TAM
SO PA EM LM

DATE: April 15, 1982

TO: Marion Craft
Region Const. Eng'r.

FROM: James W. McNamee
Project Manager

JW McNamee

SUBJECT: Columbia River Bridge - S. E. Powell Blvd.
East Portland Freeway
Contract 9443

ASHE RECEIVED OM
CAE CA
FOE APR 21 1982 LE
GCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

Enclosed is letter from Ball, Ball, and Brosamer, Inc. and Ball and Brosamer, J. V. requesting approval of their proposed method of construction of the upper portion of concrete inlets (stage B).

The Contractor's proposal does not address the fact that they plan to also pour the curb monolithically with the concrete paving. The Contractor has asked at the pre-construction conference if he could pour the pavement and curb monolithically & place a #4 rebar in the middle of the curb......... ~~they~~ Then eliminate the expansion and contraction joints.

We recommend approval of the Contractor's proposal.

CC: Duane Christensen. will attach.
This proposal looks reasonable and to our benefit. Please review and advise.

M Craft
4-19-82

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
APR 23 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

BALL, BALL AND BROSAMER, INC.
AND
BALL AND BROSAMER, J. V., A JOINT VENTURE

GENERAL ENGINEERING CONTRACTORS

65 OAK COURT P. O. BOX 1007
DANVILLE, CALIFORNIA 94526
TELEPHONE (415) 837-0231

PLEASE REPLY TO

April 12, 1982

Oregon State Highway Division
3700 S. E. 92nd Avenue
Portland, Oregon 97266

Attention: Mr. Jim McNamee

Re: East Portland Freeway Highway
Columbia River Bridge - S. E. Powell Blvd.
OSHD Contract #9443
Proposal to Raising Existing Inlets

Gentlemen:

There are a considerable number of drainage inlets on the above referenced project that have to be raised to match the finished grade of the P. C. C. pavement.

We would like to propose that we be allowed to raise the drainage inlets to finished grade after the P. C. C. pavement has been placed.

We feel that raising inlets prior to placing the P. C. C. pavement would cause problems trying to match the pavement to the inlets and the addicional reinforcement around the inlets would cause some problems for our rebar guides on the paver.

We would propose to go ahead of the P. C. C. paver and cover the inlets with a two-piece plywood cover, properly supported so it will support the pavement placed on it. Immediately after the paver has passed over each inlet, we will shovel enough concrete off the inlet to open it up for drainage. At a later date, we will saw cut the pavement around each inlet, remove the pavement from on top of the inlet, and raise the inlet to finished grade.

Attached is a sketch of our proposal. We would appreciate an early review of this proposal.

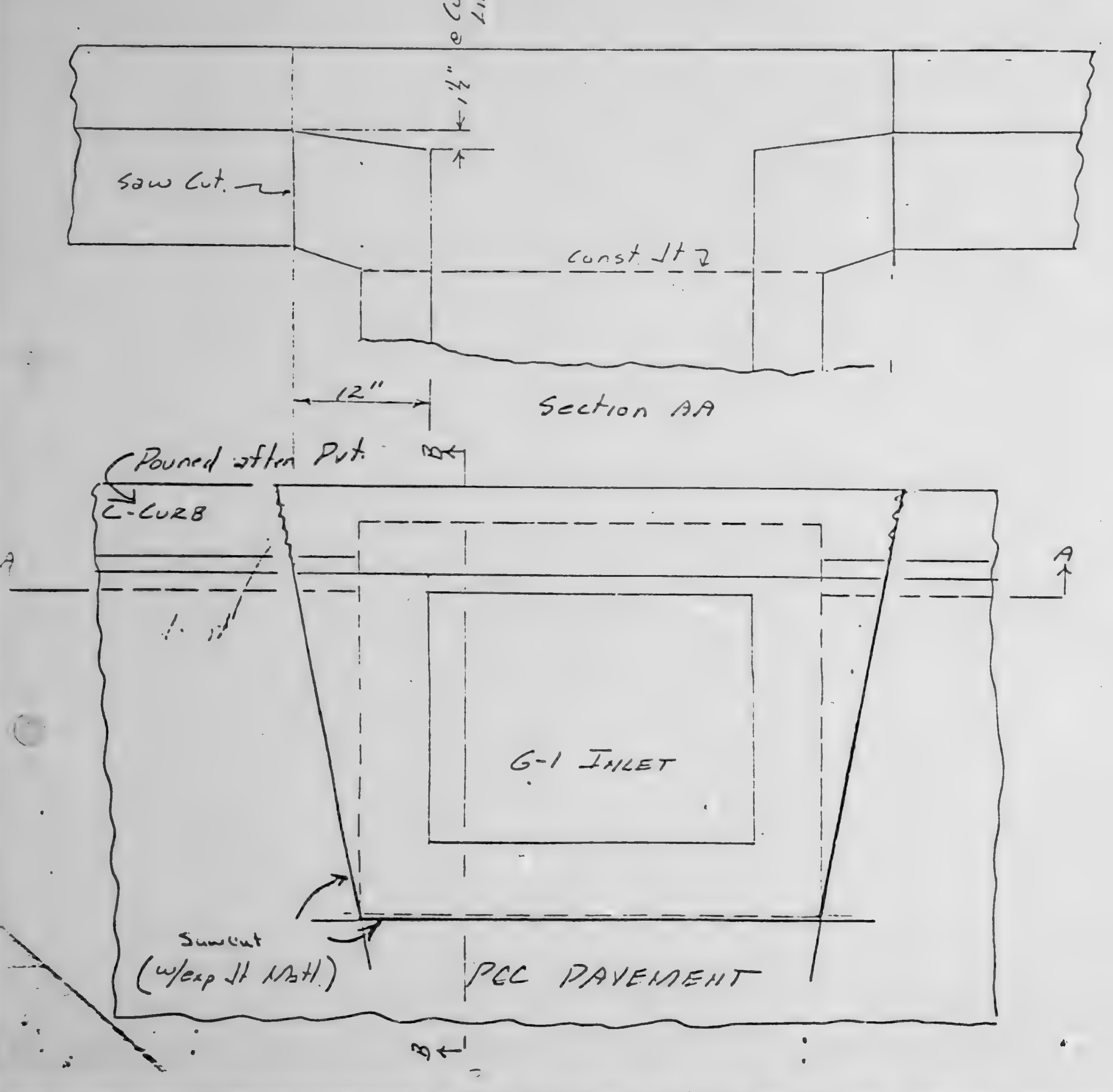
Very truly yours,

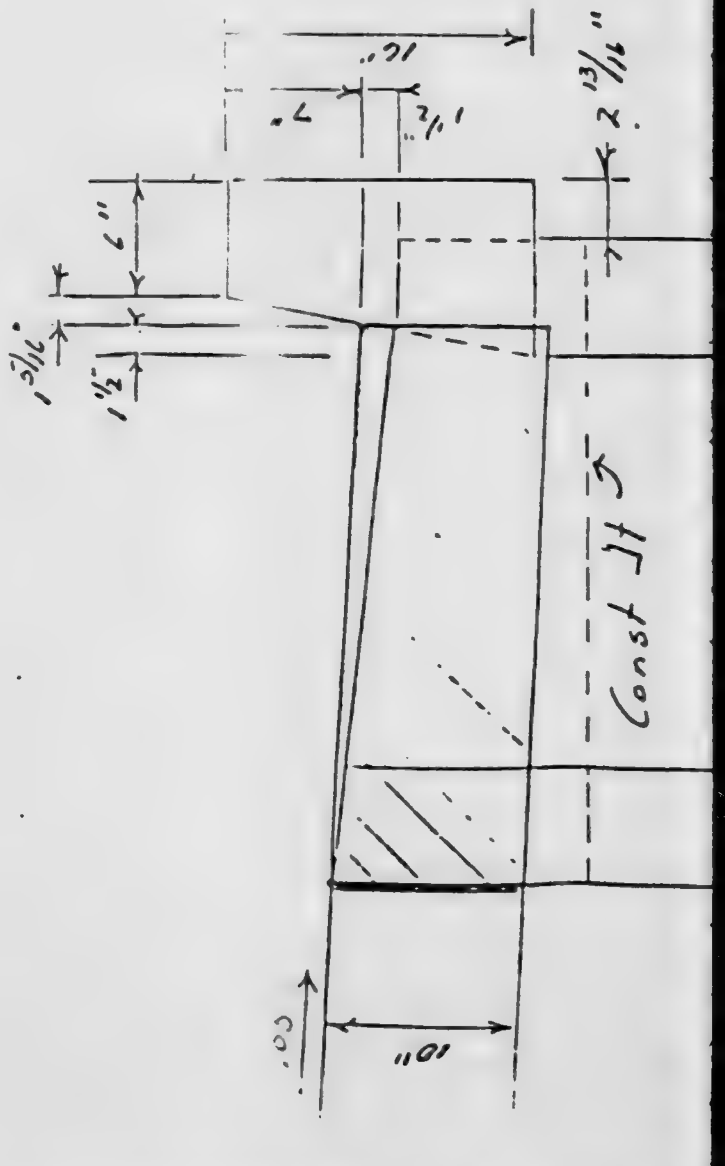
BALL, BALL AND BROSAMER, INC.
and BALL AND BROSAMER, J.V.

Brian R. Biskey
Project Manager

PROPOSAL FOR.
CONTINUOUS REINFORC
PAVEMENT @ INLET
(w/ C Curb)
SCALE 1" = 1'-0" 3/17/82

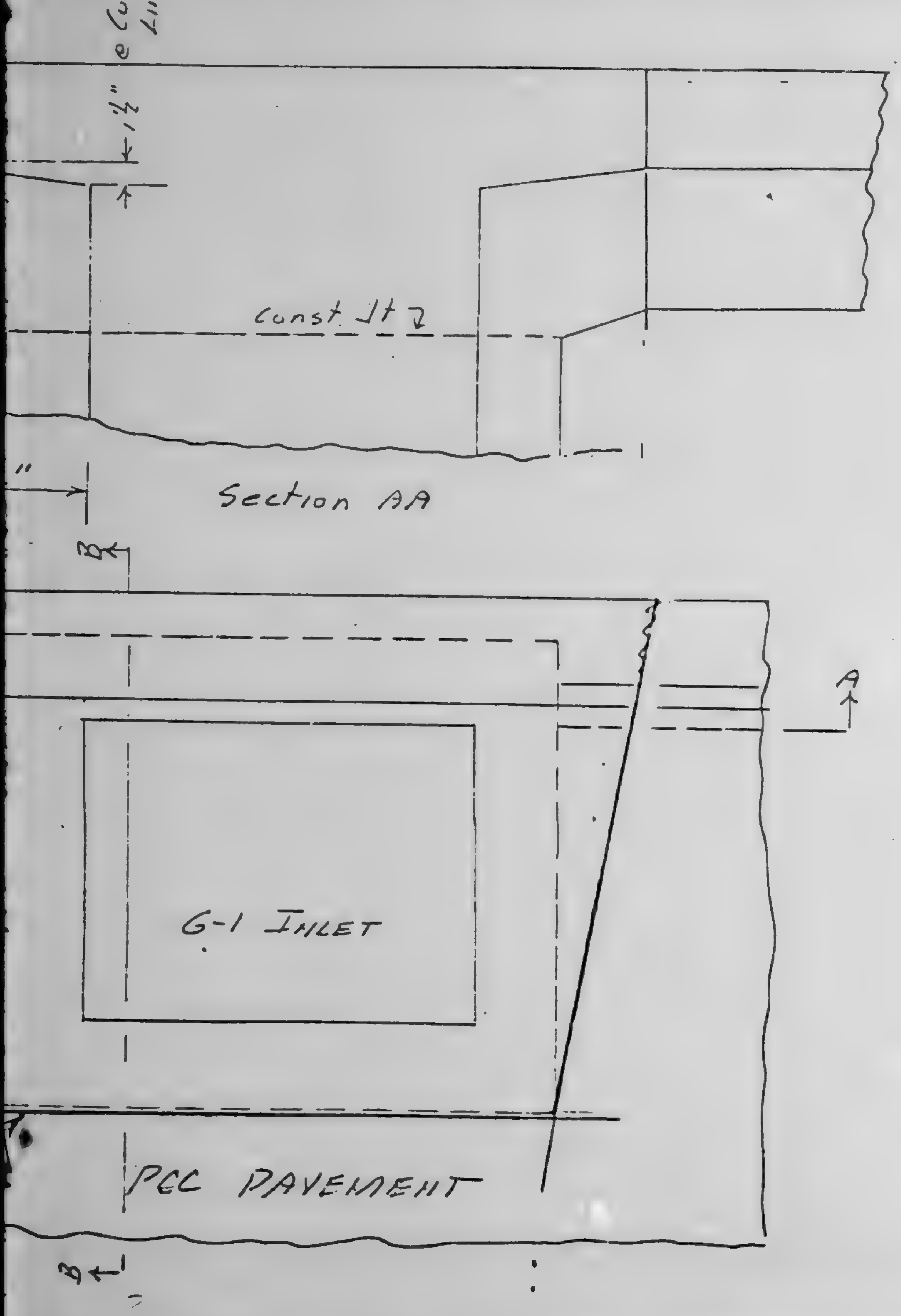
LL BALL & BRO

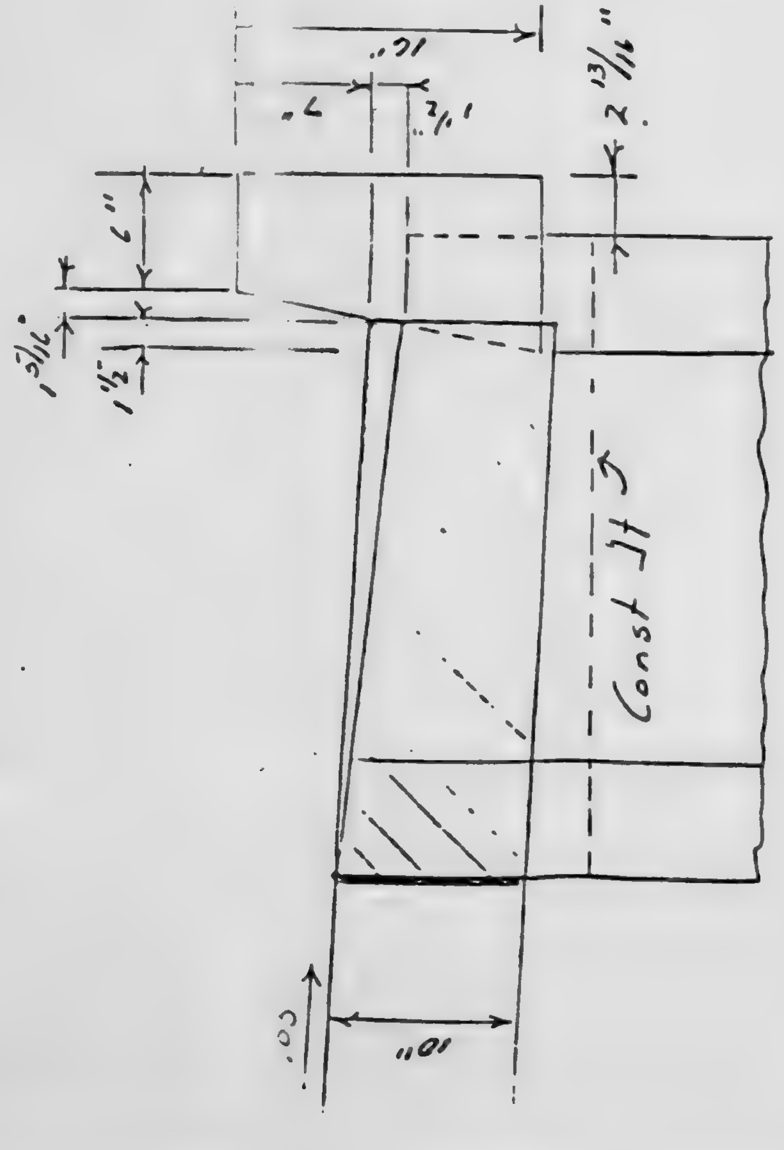




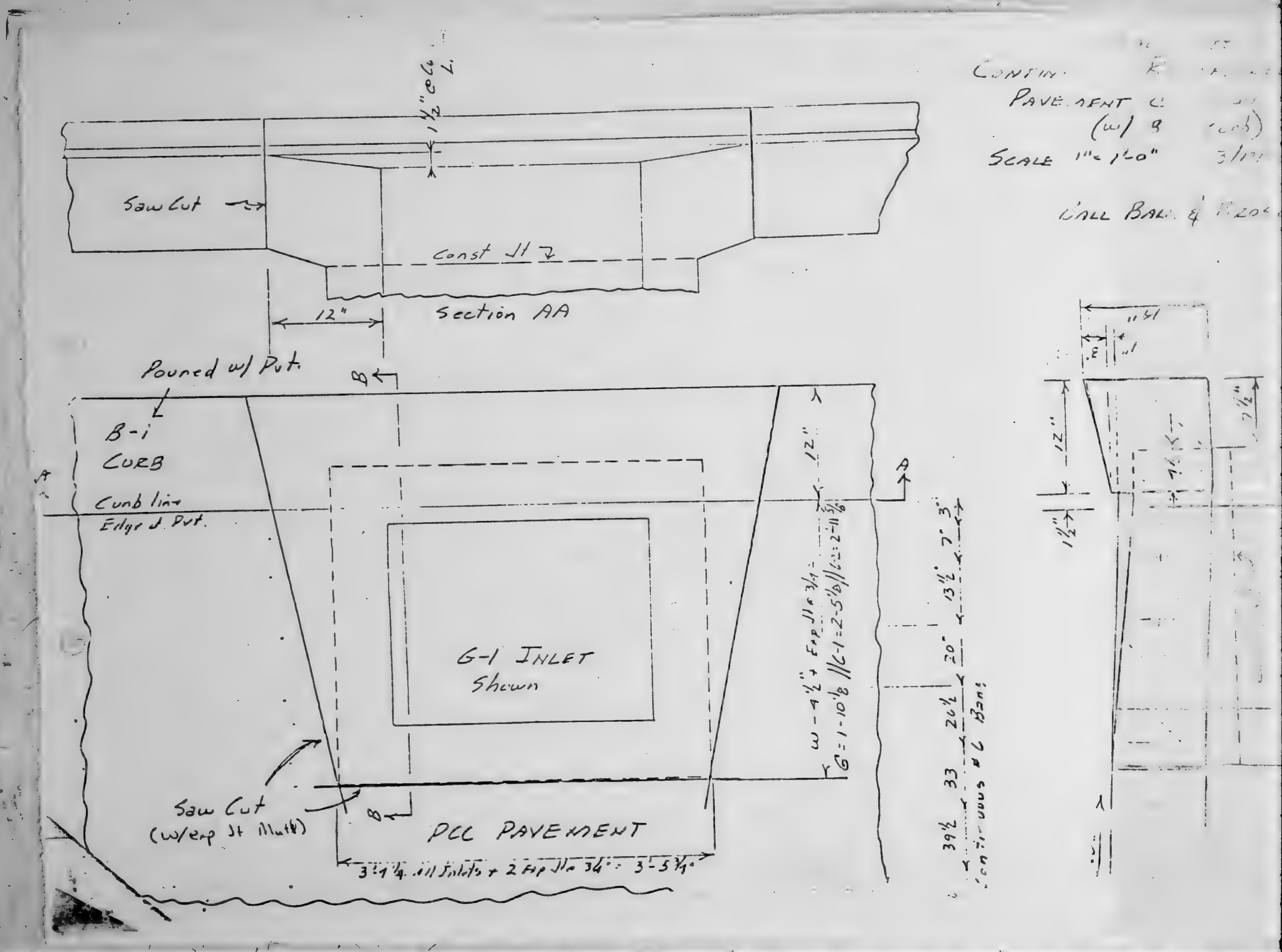
PROPOSAL FOR.
CONTINUOUS REINFORCED CONCRETE
PAVEMENT @ INLET LOCATIONS
(w/ C Curb)
SCALE 1" = 1'-0" 3/17/82 RMT.

BALL BALL & BROSAMER, INC.



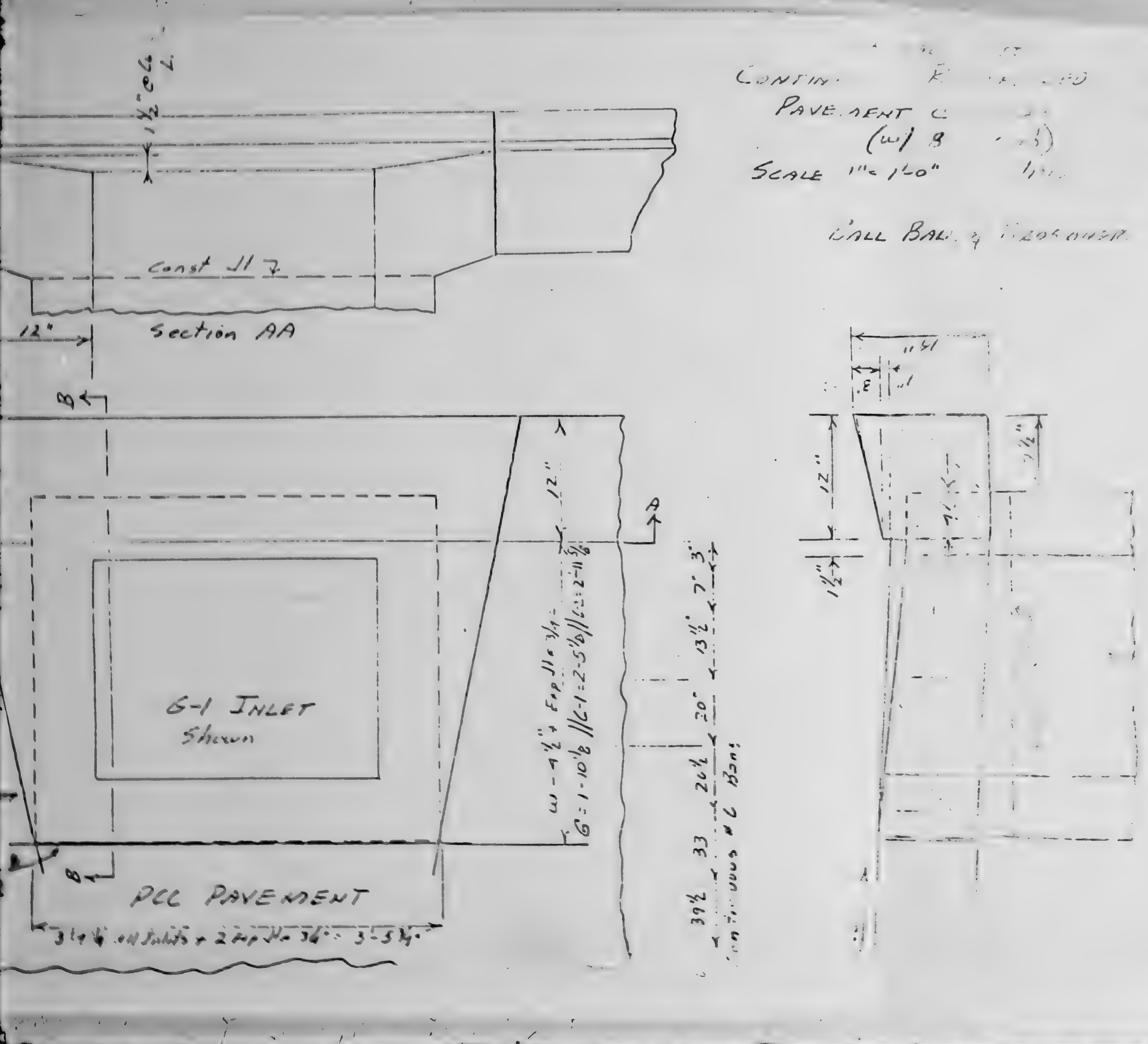


Section BB



CONTIN. [illegible]
PAVEMENT [illegible]
(w/ [illegible] curb)
SCALE 1" = 1'-0" 3/1[illegible]

[illegible] BAR & R[illegible]



CONTIN. [illegible]
PAVEMENT [illegible]
(w) 8 [illegible])
SCALE 1"=1'-0" [illegible]

WALL BAR [illegible]

9443

L

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Public Works Facility, File 46993-A
County/State Agreement - Supplement #7

Date: May 3, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR
X-Ref: I-205-7(83)308

To: Mr. H. S. Coulter, State Highway Engineer, ODOD

copy 21-2
cod 2-5
I
Sandy
[illegible]
3+

By memorandum dated April 16, 1982, Mr. Boyd has asked for approval of this Supplemental Agreement to pay for maintenance cost of sewer pumping equipment. In reviewing our criteria for Functional Replacement we find that this item is not eligible.

This particular item of work is associated with the interim time period between relocation of maintenance facilities and completion of the Justice Center. The temporary exercise yard results from the same circumstance. We would give favorable consideration to payment of the additional travel time and travel costs related to this pump maintenance on an actual cost basis up to the $10,000 maximum under Federal-aid project I-205-7(83)308. Since we will be processing a supported State Force Order covering payments to the County, FHWA approval of Supplemental Agreement #7 is not necessary.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (D H Moehring, Proj Mgmt)
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
MAY 6 '82
REFER TO [illegible]
FOR

Info	Inv3	R/D	D/R	Sign	Act	File
					X	

DES 16

C. T. Keasey
Assistant State Highway Engineer
Construction/Materials Branch

April 30, 1982

From: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Subject: Sign Revisions
Columbia River Bridge-S.E. Powell Boulevard
East Portland Freeway
Multnomah County
Contract 9443

In the past few years, there have been several studies made that indicate illumination may be deleted on certain overhead signs provided the signs have proper legend and background materials.

In recent weeks, the Traffic Engineering Section has collected data from various studies. A review of the data indicates that by using high intensity background material, certain overhead signs may perform acceptably without sign illumination.

It is requested that a price agreement be initiated to change the background material on all Type "AA" and Type "BB" signs (except Signs 1, 5, 8, 9, 11 and Signs 176 through 221) to green and blue high intensity sheeting. The specifications for that material are shown in Article 761.19 of the Standard Specifications for Highway Construction and in Federal Specifications L-S-300C Reflectivity 2. The legend is to remain as specified for Type "AA" and Type "BB" signs. The change is estimated to cost an additional $25,000.

Upon completion of the contract, studies will be made regarding sign performance with and without sign illumination. Certain sign luminaires may be turned off as a result of the studies. The Federal Highway Administration has approved the change, as indicated on the attached letter.

Due to the early completion dates specified in the contract, you should proceed with the price agreement as soon as possible.

Attachment

cc/enc. H. S. Coulter (enc.)
W. E. Schwartz "
J. H. Versteeg "
E. L. Hardt "
L. E. George

DH:np/ESH:ja

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project Change to Higher Reflectance Sign Sheeting
Oregon Project I-205-7(83)308

Date: April 20, 1982

Reply to Attn. of: HPD-OR/520.6

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Hunter's March 30 and April 12 letters request FHWA approval for a change to the existing contract to provide encapsulated lens, reflective sign sheeting in accordance with Federal specification L-S-300C, reflectivity 2 on all guide signs. The brighter sign background and greater durability are the reported advantages. Improved sign effectiveness in case of loss of external illumination is cited. The estimated additional cost is given as $25,000. Your Traffic Section indicates about 12,000 sq. ft. of material is involved in this change.

This proposed change has been discussed throughout FHWA and both your Traffic Section staff and our staff have examined information from Virginia which has used encapsulated lens reflective sheeting exclusively on freeways since at least 1978. We have also been guided by the information presented in FHWA Notice N504017, June 15, 1976 which transmits results of an FHWA study.

We have concluded that the reported benefits of durability would support the additional initial cost and that the value of greater sign brightness may offer advantages which can be evaluated on this project. We concur in the proposed change.

G. K. Hassner
for Dale E. Wilken

cc:
Region (E. Leland) w/cy 2 State ltrs & L-S-300C

Please discuss with J. H.

RECEIVED
APR 23 1982
TRAFFIC ENGINEERING

RECEIVED
TECHNICAL SERVICES
APR 22 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act ✗ | File

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR...ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(83)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Modify traffic signalization for pedestrian movement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/8/82 as requested in Mr. Keasey's letter of 4/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $300 Federal Funds $265.

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Mohrein
FOR
Info | Invest | R/D | D/R | Sign | Adv | File

14. DATE 4/28/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9443

L,

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: April 21, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Columbia River Bridge-S.E. Powell Blvd.
E. Portland Freeway Highway
Contract 9443
Multnomah County

Copy 7-5
TRA

The State is presently revising all "WELCOME TO OREGON" signs on roads leading into Oregon. We are also adding "WELCOME TO OREGON" signs at all entrance points that are not correctly signed.

Please add the Type "AA" sign as shown on the attached print to the above noted project. This section of highway will then meet our State standards in regards to "WELCOME TO OREGON" signs.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

Attachment

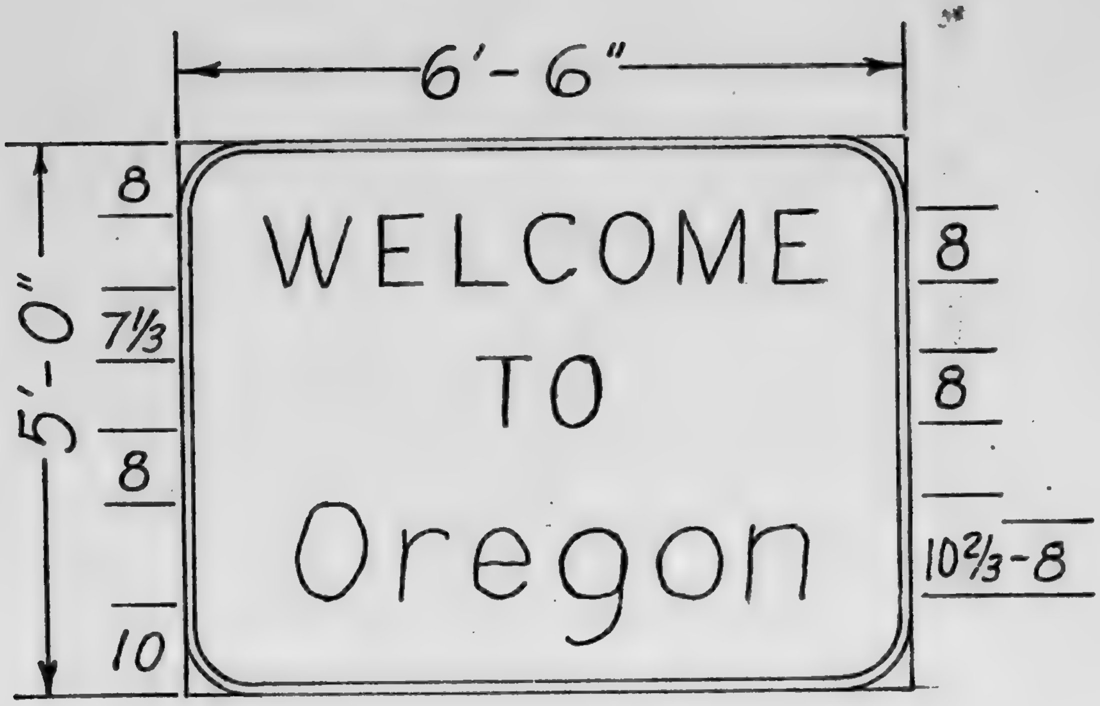
ELS:np
cc: ✓H. S. Coulter
George Bell

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 23 '82
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

Columbia River Br. - S.E. Powell Blvd. Sec.
East Portland Fwy. Hwy.
Multnomah County
Contract #9443



TYPE "AA"

"LSB" 135+00

7443

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project Change to Higher Reflectance Sign Sheeting
Oregon Project I-205-7(83)308

Date: April 20, 1982

From: Division Administrator

Reply to Attn of: HPD-OR/520.6

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Hunter's March 30 and April 12 letters request FHWA approval for a change to the existing contract to provide encapsulated lens, reflective sign sheeting in accordance with Federal specification L-S-300C, reflectivity 2 on all guide signs. The brighter sign background and greater durability are the reported advantages. Improved sign effectiveness in case of loss of external illumination is cited. The estimated additional cost is given as $25,000. Your Traffic Section indicates about 12,000 sq. ft. of material is involved in this change.

This proposed change has been discussed throughout FHWA and both your Traffic Section staff and our staff have examined information from Virginia which has used encapsulated lens reflective sheeting exclusively on freeways since at least 1978. We have also been guided by the information presented in FHWA Notice N504017, June 15, 1976 which transmits results of an FHWA study.

We have concluded that the reported benefits of durability would support the additional initial cost and that the value of greater sign brightness may offer advantages which can be evaluated on this project. We concur in the proposed change.

E. S. HUNTER
CC Ed Hardt
4-26-82

G. K. Hassner for
Dale E. Wilken

CC:
Region (E. Leland) w/cy 2 State ltrs & L-S-300C

RECEIVED
TECHNICAL SERVICES
APR 22 '82
REFER TO Bud [illegible]
FOR Info | Inves | R/D | C/R | Sign | Act ✓ | File

Please discuss with Ed H

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO
FOR Info | Inves | R/D | D/C | Sign | Act ✓ | File

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1982

TRA 16-2

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Sir:

This letter is written as an addendum to our March 30, 1982 letter requesting approval to change the I-205, Columbia River Bridge-Powell Boulevard contract to utilize high intensity background sheeting on the guide signs. Instead of specifying a particular material to be used, we would like to specify Reflectivity 2 sheeting, as per Federal Specification L-S-300C dated March 20, 1979. A copy of this specification is enclosed with this letter.

As you are probably aware, we are in the process of reviewing and updating our standard specifications for highway construction, and, as part of this, we are planning to refer to L-S-300C in our specifications for sign materials. The L-S-300 specification has been cited for a number of years in our specifications with good results and we would like to continue to use it.

In a report dated October, 1981 entitled "Comparative Analysis of Reflective Sheeting" by B. H. Cottrell, Jr., based on the study conducted, it was recommended that L-S-300C be adopted by the Virginia Department of Highways and Transportation. This would help ensure that we get a durable product which has been field tested for a number of years.

Your approval to change the contract as outlined is requested.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter, PE, PLS
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
W. E. Schwartz
J. H. Versteeg
C. T. Keasey
R. L. Schroeder
L. E. George
E. L. Hardt

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DH:np ja

File No.__________________
Rd. No._____M.P.________
City of__________________
Streets__________________
Rural________Urban______

TRA 16-2

March 30, 1982

Dale Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street N.E.
Salem OR 97310

We have recently been discussing the concept of changing the I-205 Columbia River Bridge to Powell Boulevard contract to utilize high intensity (encapsulated lense) reflective material for the background on guide signs, instead of engineering grade, as is now specified. This letter is to ask for your approval of this concept. If you approve, the necessary contract change will be initiated.

There are several good reasons why we would like to make this change. It is very likely that we may be able to use high intensity without sign illumination in certain cases for overhead signs and, by making this change, we would be able to determine if this is practical and under what type of conditions we could do it.

Another key factor is that according to your Federal Highway Administration Notice N5040.17, dated June 15, 1976, with the report and according to several other research reports, the high intensity material is expected to last over twice as long as engineering grade. Since the cost of the high intensity material is approximately $3.15 per square foot, as compared to $1.67 per square foot for engineering grade, it appears to be in the best interest of the public, from an economic point of view, to make the change to high intensity. In addition, there should be some additional monetary savings in reduced maintenance costs for the signs.

The high intensity material is much brighter, and according to available information, retains its brightness (reflectivity) much better than engineering grade material. According to the

File No.____________
Rd. No._____M.P.________
City of____________
Streets____________
Rural________Urban______

State of Arizona, they have had high intensity guide signs for over eleven years, which still retain most of the original brightness. According to research reports, the high intensity material also performs better than engineering grade under adverse weather conditions. The other major advantage would be that signs with high intensity backgrounds would show up better in case of power failures or sign illuminaire burnout.

We have not had any significant experience with using high intensity backgrounds for our guide signing and would like to try it. Using it on I-205 would be in compliance with the Manual on Uniform Traffic Control Devices in that the backgrounds of the other guide signing on this route are also reflectorized. All of our other Interstate routes have guide signing with opaque backgrounds.

It is estimated this proposed change will cost approximately $25,000 in addition to the approximate $300,000 for signing and sign illumination on the contract. Based on the available information, we think it would be in the best interest of the public to make this proposed change, and are asking for your approval to proceed with the change. Since the project is under contract, we would appreciaee anything which can be done to expedite the reply.

E. S. Hunter
Technical Services Engineer

DH:np

bc: W. E. Schwartz
C. T. Keasey
R. L. Schroeder
E. L. Hardt
J. H. Versteeg
L. E. George
H. S. Coulter

NOTED
DWAYNE HOFSTETTER

9413

I-64

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

DATE: March ~~12~~ 26, 1982

TO: D. N. Stoudenmeyer
Design Supervisor

FROM: L. E. George
Traffic Engineer

SUBJECT: Permanent Signing
Columbia River Bridge-SW Powell Boulevard Section
East Portland Freeway Highway
Multnomah County

This office has reviewed the portions of the permanent sign plans for the subject project that are specified to be completed not later than September 30 and December 15, 1982. Due to our recent meeting in Vancouver with the State of Washington, the addition of several ramps added to the early opening date and new routings to and from the city center over 102nd and 122nd Avenues will require signing.

We have highlighted in yellow all signs that should be installed under the early opening portion of the project. We have also shown in red all sign revisions required due to the new ramp openings and new routings to the city center. Please review our suggestions and revise the contract plans accordingly.

This office is also preparing plans that will show required signing on Sandy Boulevard, 102nd and 122nd Avenues and the Banfield Freeway to and from the city center. Upon completion, this plan will be forwarded for inclusion in the contract.

1

2

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:ds
Attachments

Permanent Signing Plans — (3/12/82)

Need more advance warning of "I 84 eastbound only" after Columbia/Sandy interchange? One sign (#48), and it is past the "point of no return"

How is traffic narrowed to single lane - Traffic westbnd on Banfield to North on I 205

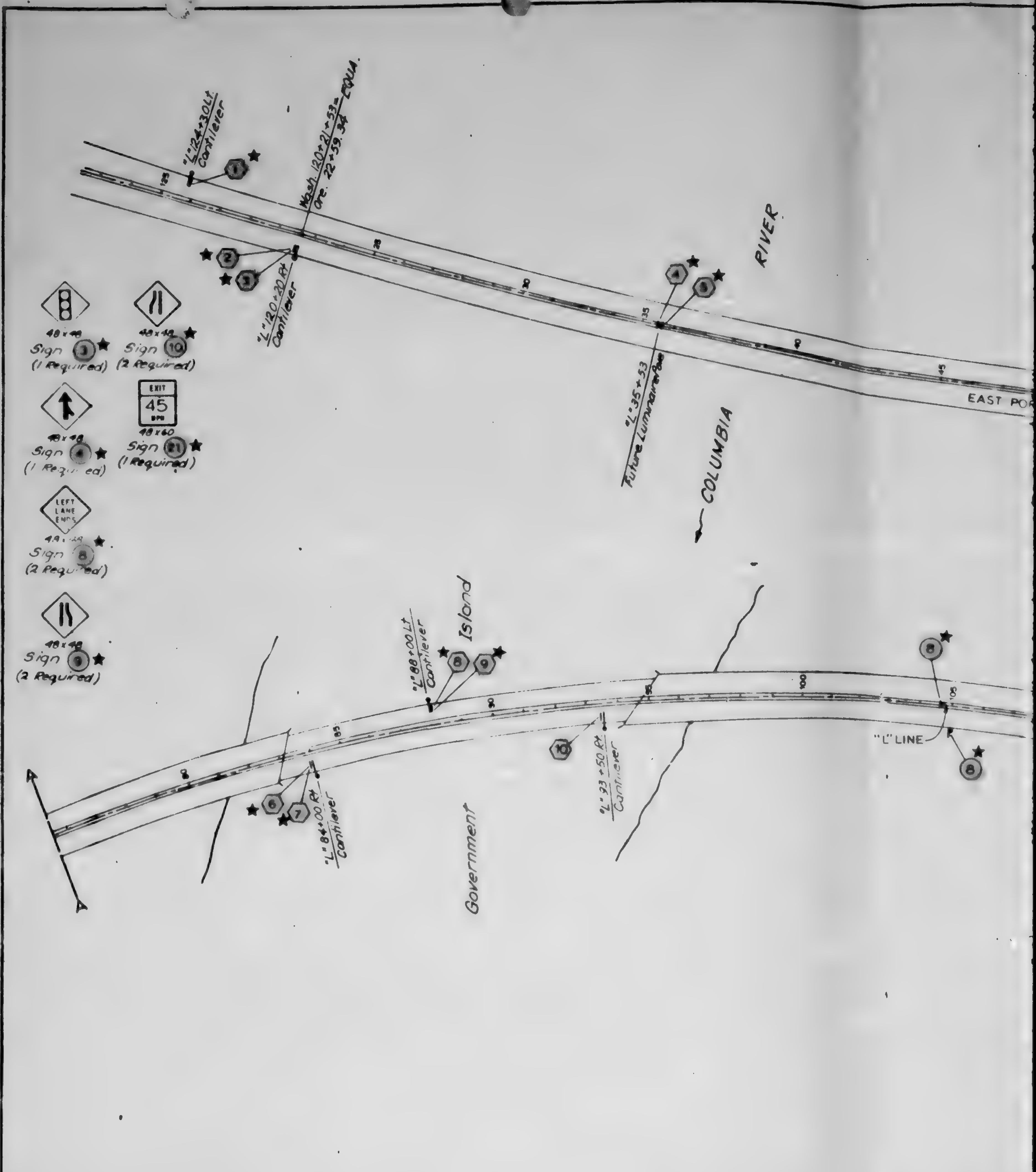
Advance warning for Sandy/Colombia/Airport interchanges for westbound/northbound Banfield traffic? like sign #80

Replace #101, put on 102nd Structure? ?

① & ⑰ – Temporary signs at Sandy/Colombia interch.? or are they classed as permanent?

☆ stars should be added for rest of early open ramps at Colombia/Sandy (shown colored for early opening)

☆ star should be removed from #60 & #67? (at Sandy/Columbia connection)



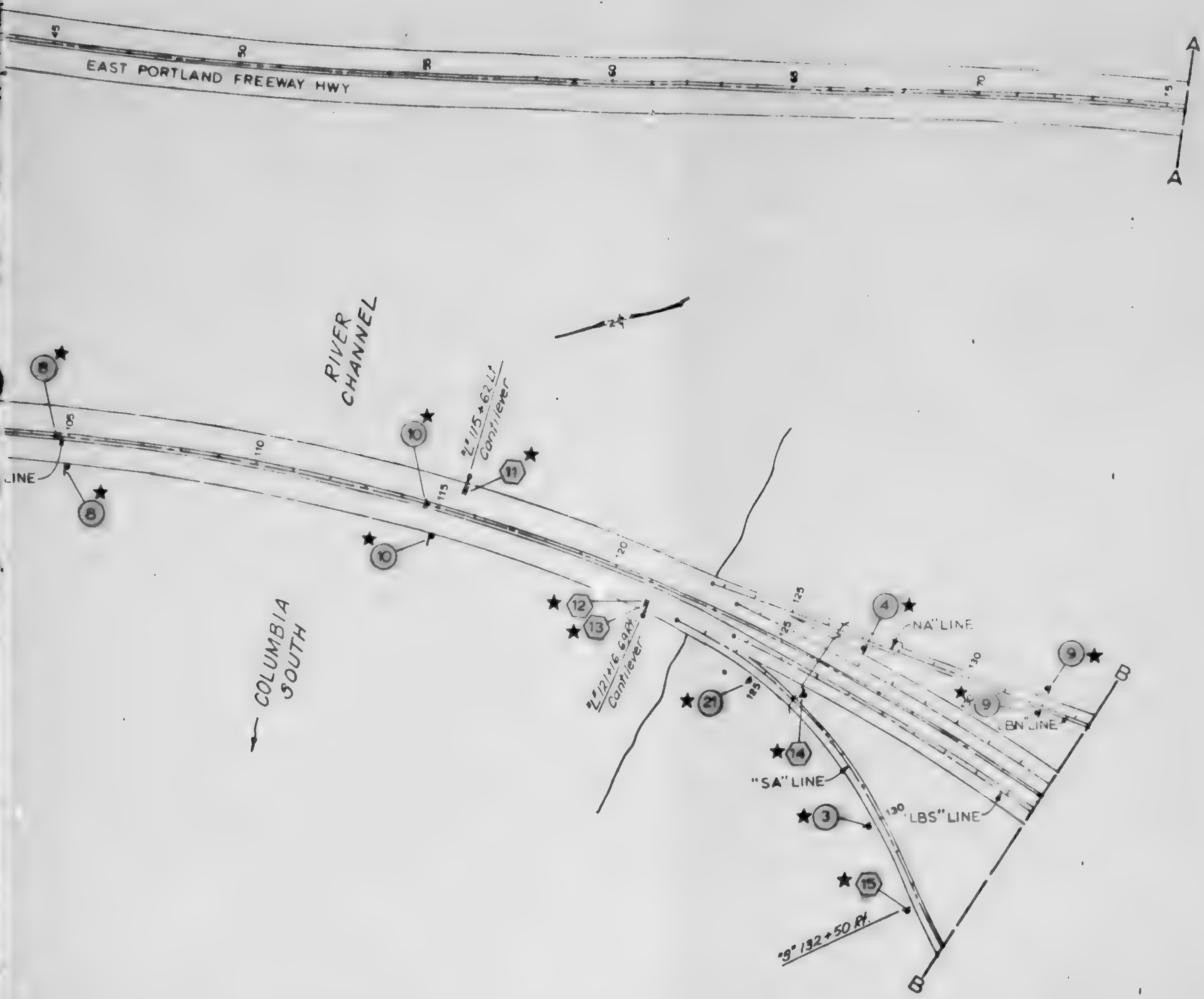
16V-5

Accompanied By Drg Nos S-1, S-2, S-3, S-4, S-5, S-6, S-7, S-8, S-9 S-10, 2992, 34087, 34088, 34846, 35242, 35243, 35504 Thru 35518, 35522 Thru 35525, 35528, 35529, 35530, 35536, 35537, 35540 Thru 35554, 35556 Thru 35561, 35602, 35718, 35762 Thru 35766, 36026, 36259, 36260, 30937 Thru 30940, 29404, 30941, 31104, 29443, 34023, 34024, 34025, 34110 & 23836

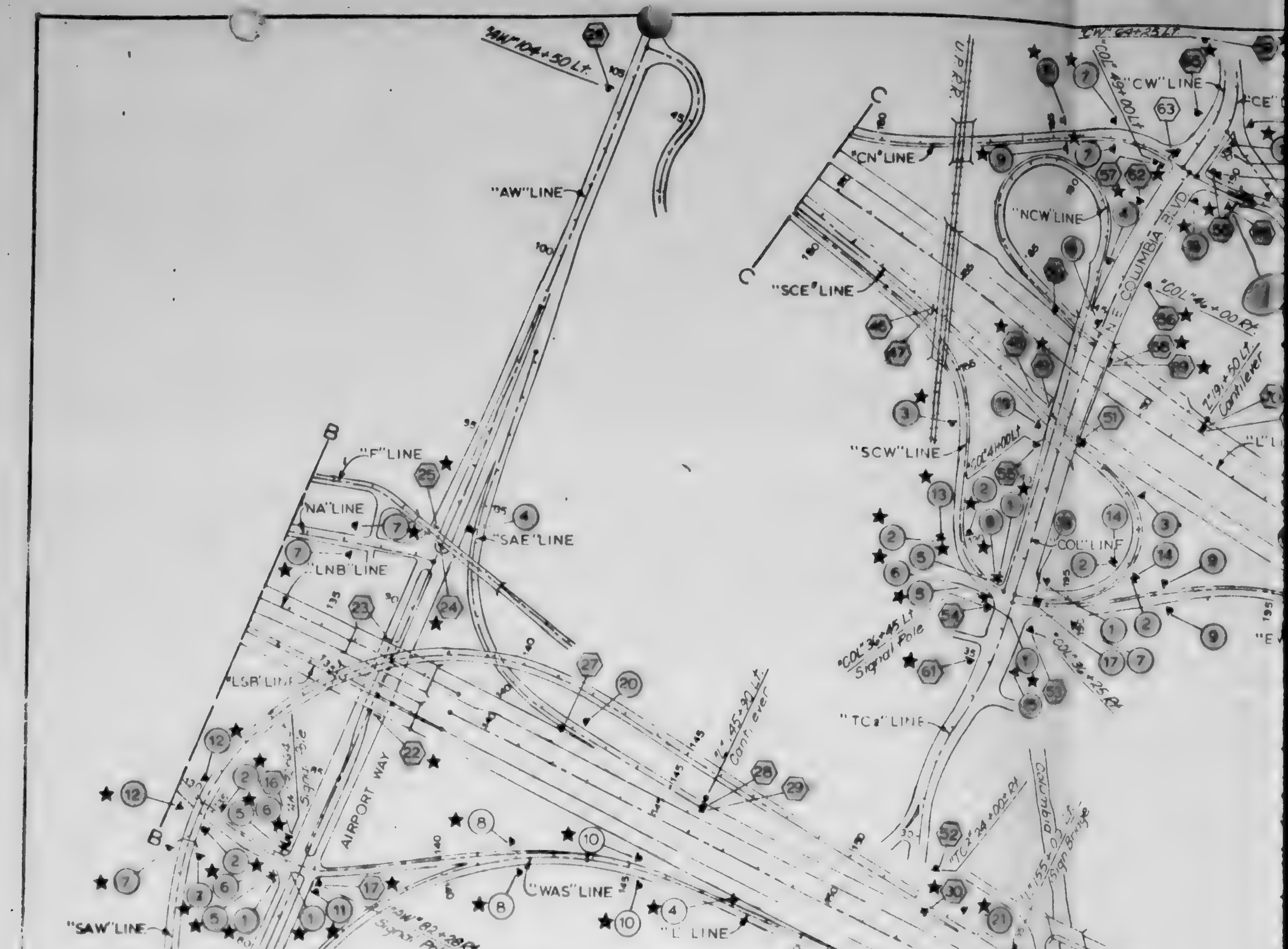
COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

PERMANENT SIGNING

SIGN PLANS



Early Project Completion

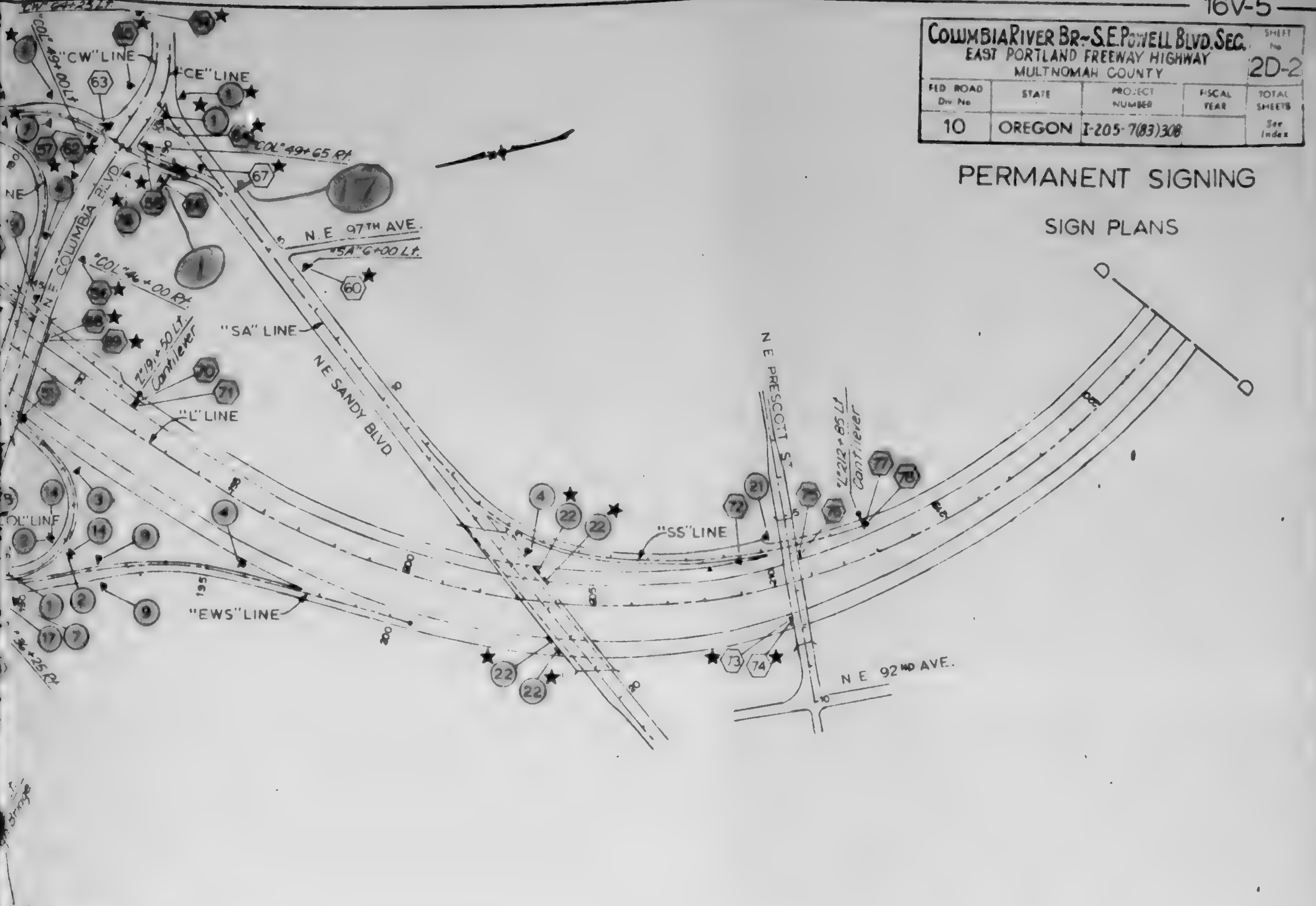

"AW" 104+50 Lt.
"AW" LINE
"F" LINE
"NA" LINE
"SAE" LINE
"LNB" LINE
"LSB" LINE
AIRPORT WAY
"SAW" LINE
"WAS" LINE
"L" LINE
"NAW" 82+28 Rt. Signal Pole
"L" 145+30 Lt. Cantilever
"AW" 73+25 Rt. Cantilever
"AW" 68+30 Rt. Sign Bridge
U.P.R.R.
"CN" LINE
"NCW" LINE
"SCE" LINE
"SCW" LINE
"CW" LINE
"CE"
"CW" 64+25 Lt.
"COL" 49+00 Lt.
N.E. COLUMBIA BLVD.
"COL" 46+00 Rt.
"L" 119+50 Lt. Cantilever
"COL" LINE
"COL" 36+45 Lt. Signal Pole
"COL" 36+25 Rt.
"TCa" LINE
"TCa" 24+00 Rt.
"L" 155+05 Lt. Sign Bridge
"L" 162+25 Rt. Cantilever
COLUMBIA BLVD.
NO TURNS
36x30
Sign 11 ★
(1 Required)
48x48
Sign 1 ★
(7 Required)
ONE WAY
36x12
Sign 6 ★
(4 Required)
Sign 15
(1 Required)
WRONG WAY
(6 Required)
RIGHT LANE ENDS
48x48
Sign 7 ★
(7 Required)
ONLY ONLY
Sign 12 ★
(2 Required)
Sign 16
(1 Required)
EXIT 25 MPH
48x60
Sign 19
(2 Required)
48x48
Sign 3 ★
(2 Required)
LEFT LANE ENDS
48x48
Sign 8 ★
(2 Required)
ONLY
30x36
Sign 13 ★
(1 Required)
Sign 17
(1 Required)
EXIT MPH
48x60
Sign 20 ★
(2 Required)
48x48
Sign 4 ★
(7 Required)
48x48
Sign 9 ★
(6 Required)
ONLY ONLY
39x96
Sign 14
(2 Required)
36x48
Sign 18 ★
(1 Required)
EXIT 45 MPH
48x60
Sign 21 ★
(2 Required)
ONE WAY
36x12
Sign 5
(4 Required) ★
48x48
Sign 10 ★
(2 Required)
SPEED 55
48x60
Sign 22 ★
(4 Required)
★ Early Project Co

16V-5

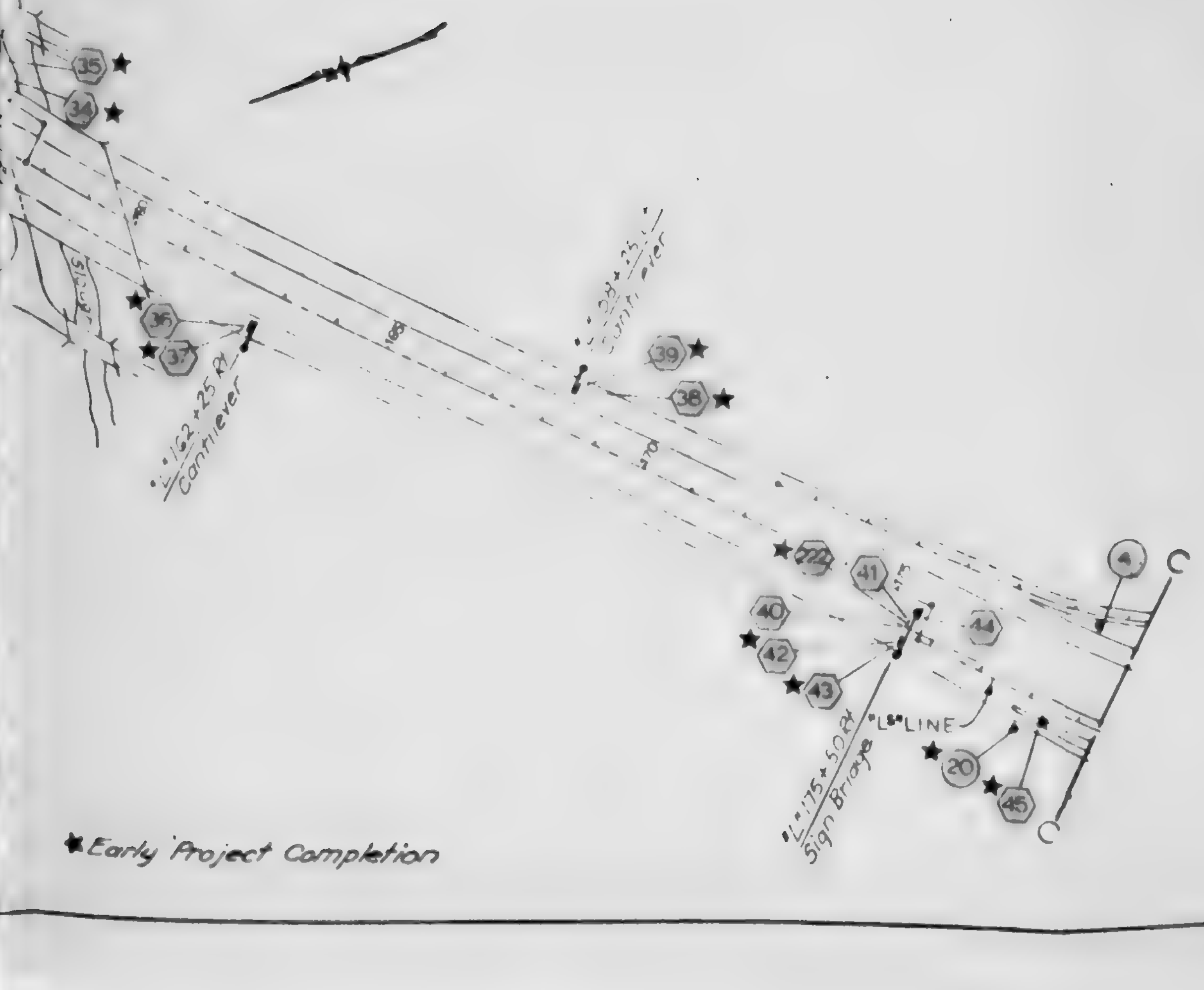
COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				Sheet No 2D-2
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

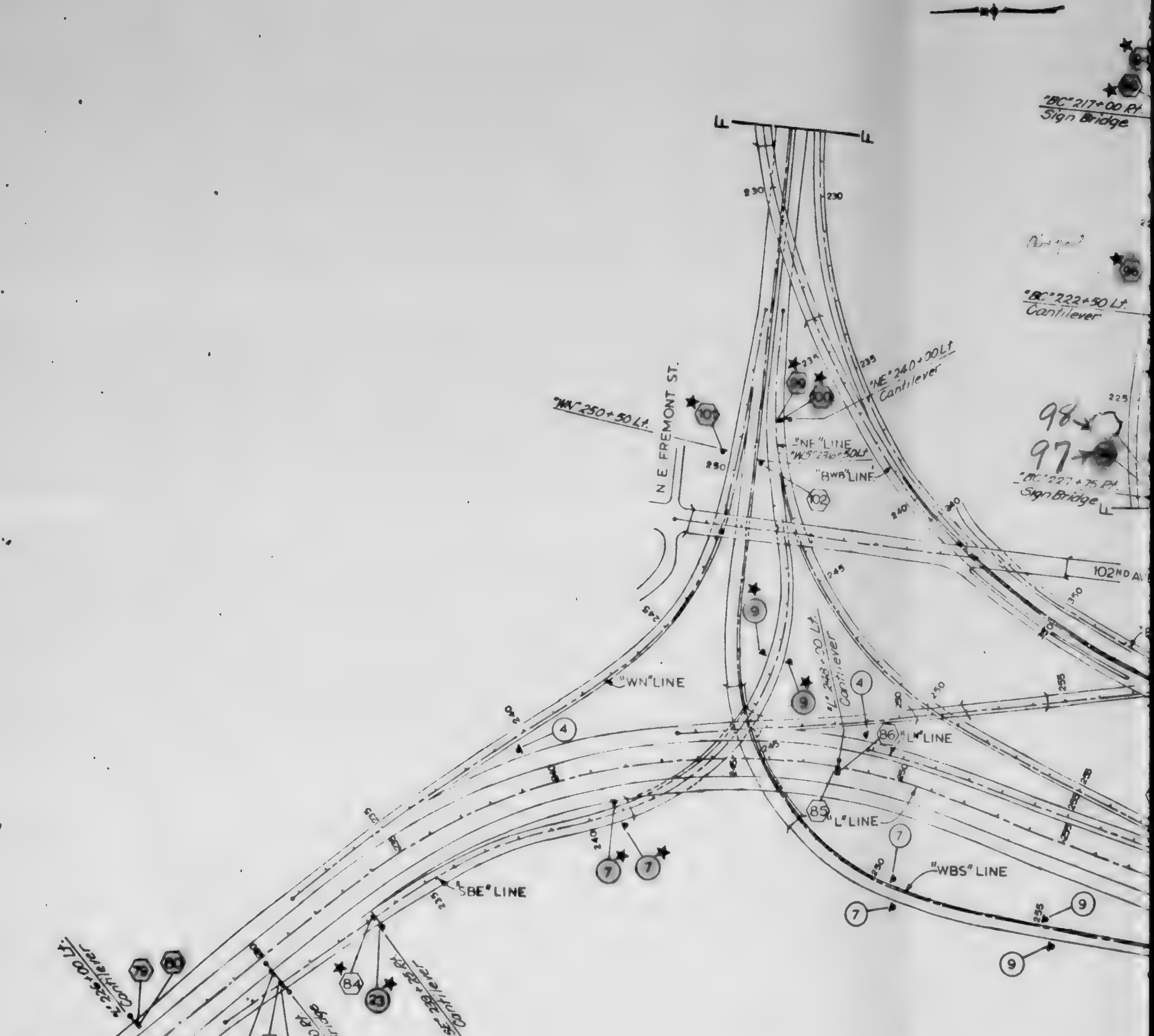
PERMANENT SIGNING

SIGN PLANS



★ Early Project Completion





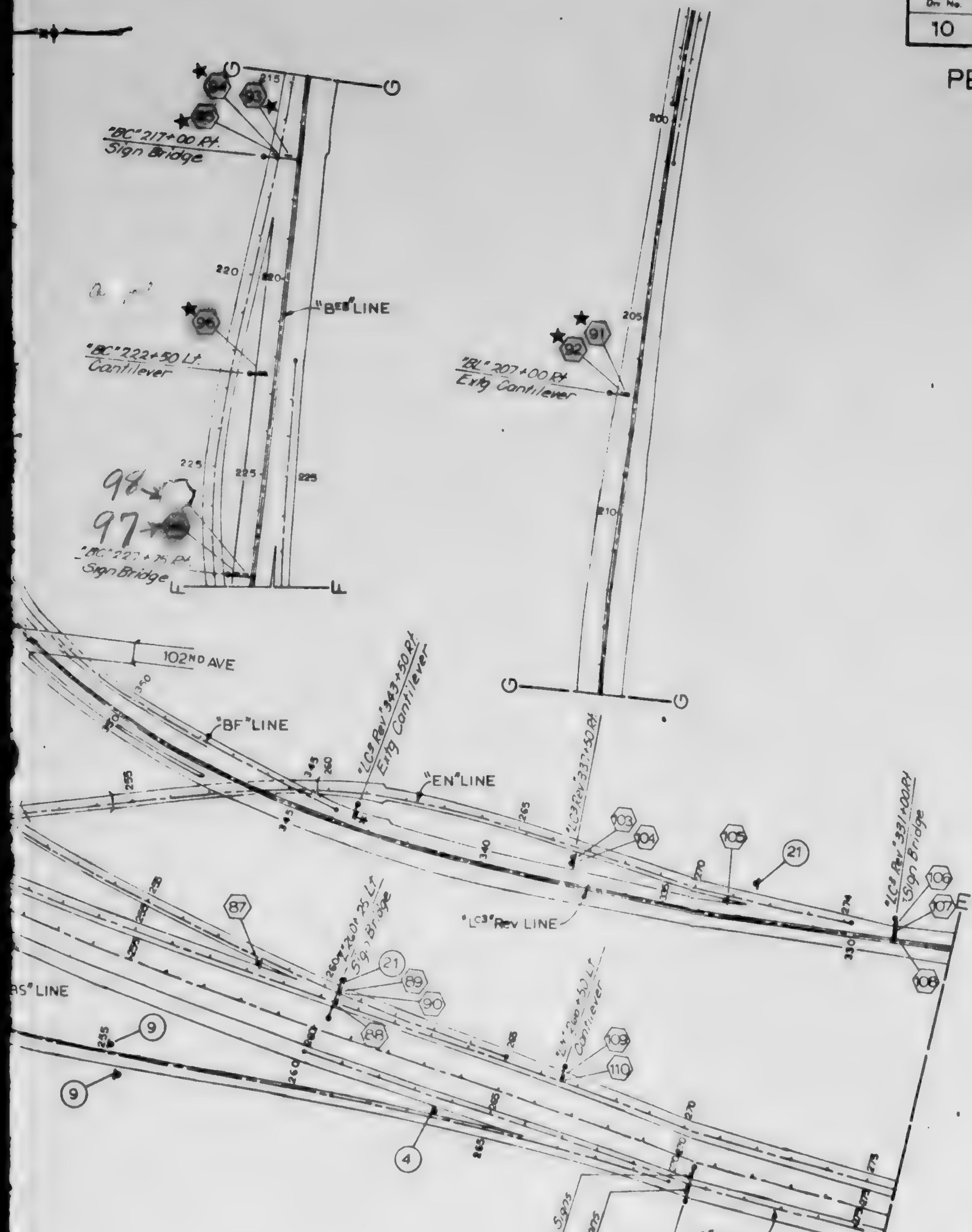
★ Early Project Completion

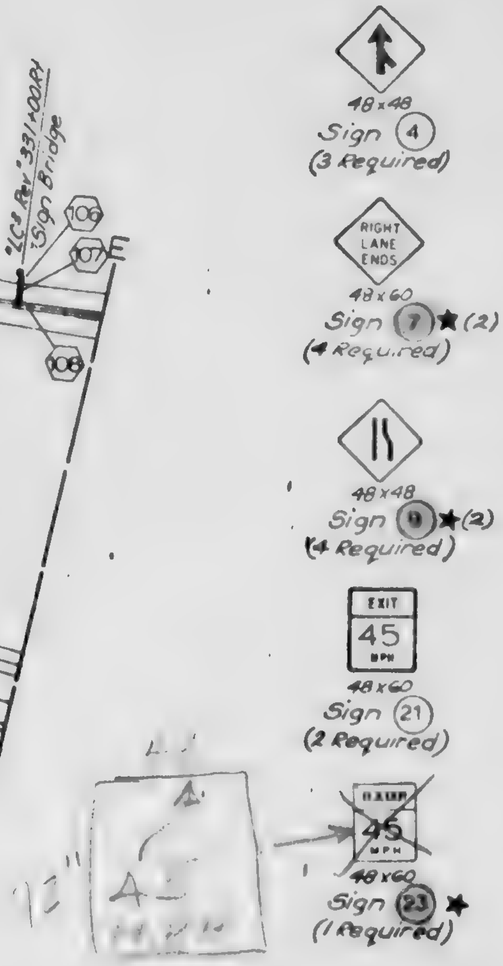
16V-5

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

PERMANENT SIGNING

SIGN PLANS





48x48
Sign ④
(3 Required)

48x60
Sign ⑦ ★(2)
(4 Required)

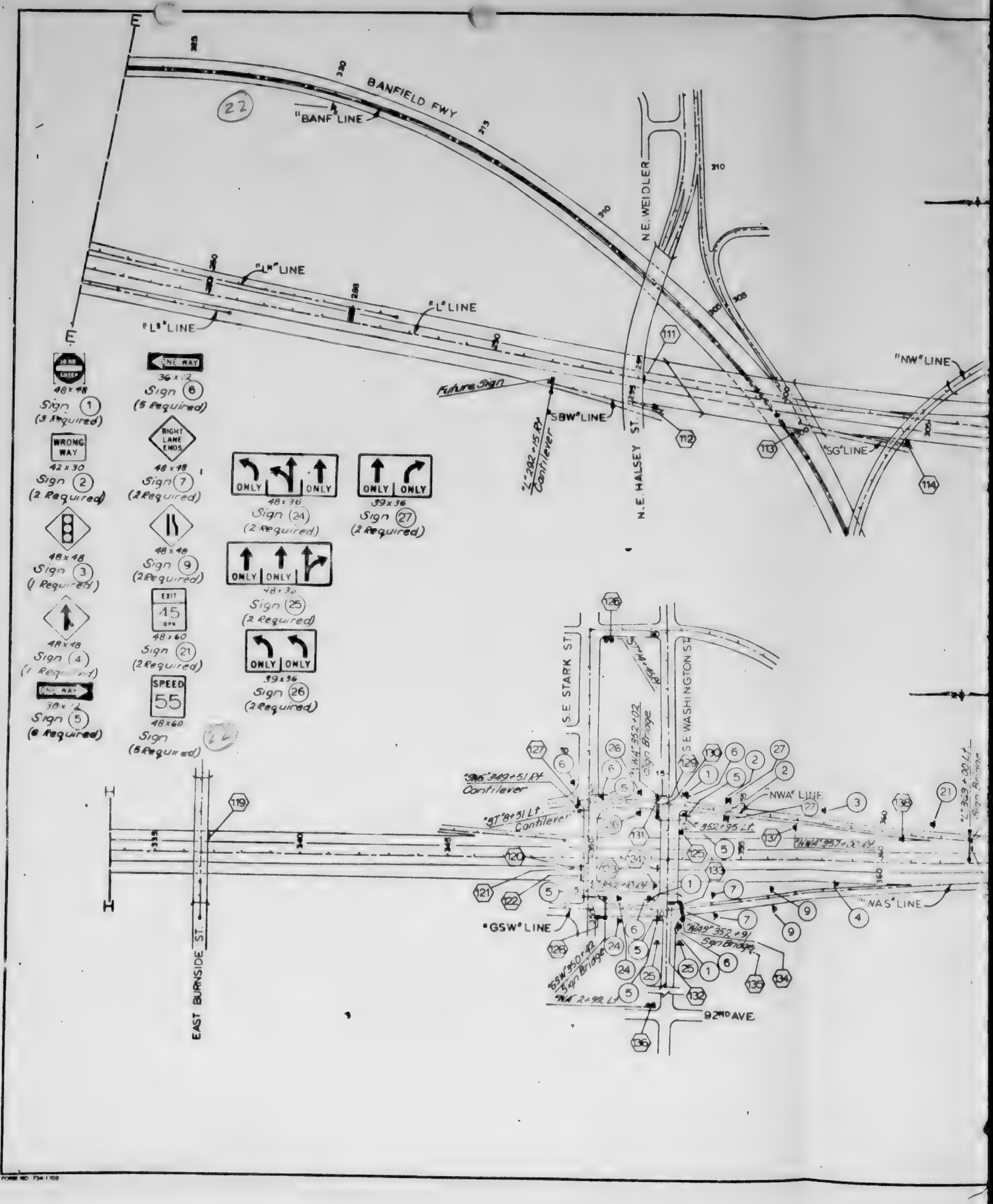
48x48
Sign ⑨ ★(2)
(4 Required)

48x60
Sign ㉑
(2 Required)

48x60
Sign ㉓ ★
(1 Required)

mpletion

★ Existing Sign To Remain In Place

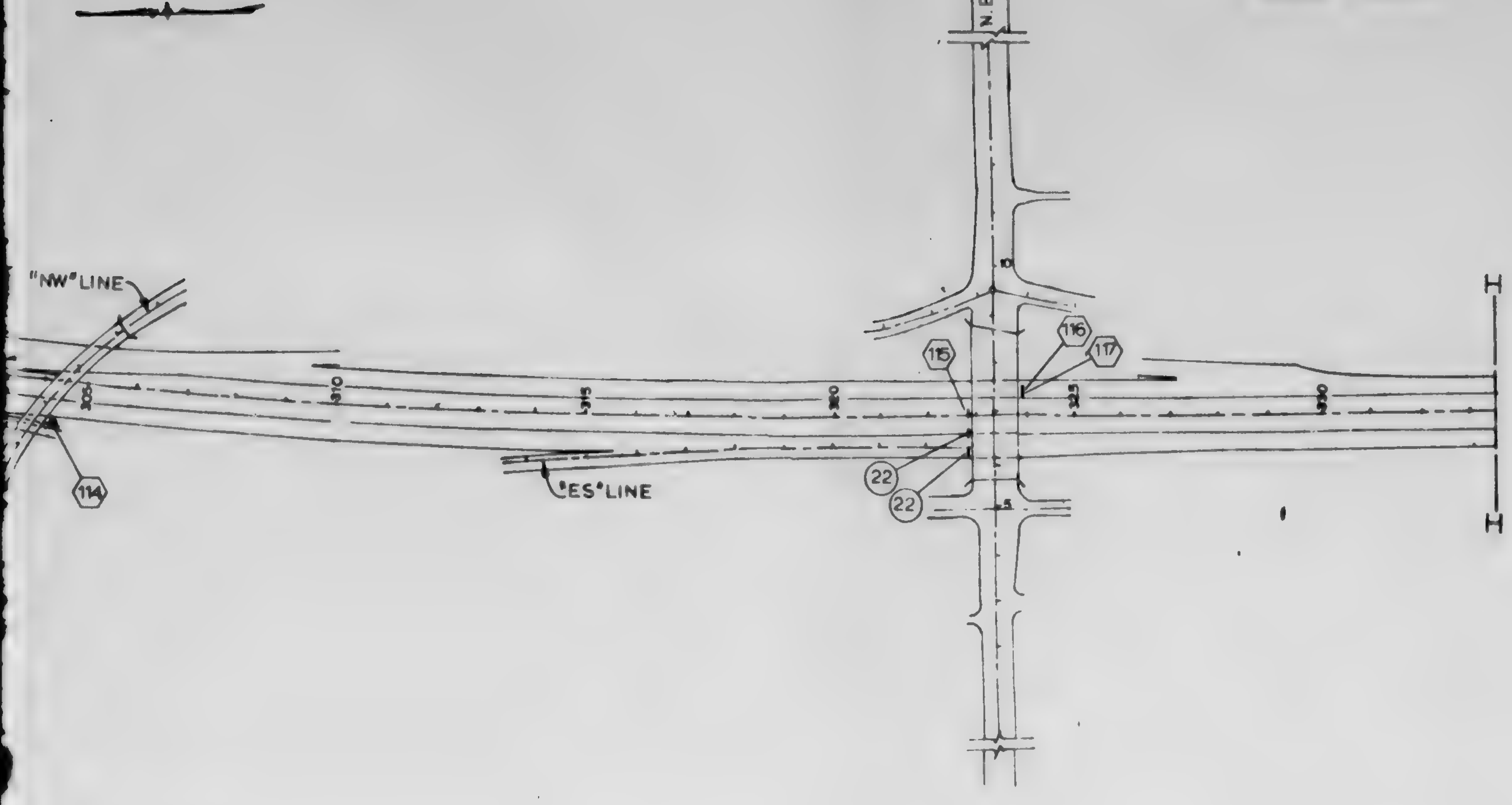

E
BANFIELD FWY
"BANF" LINE
22
"LH" LINE
"L" LINE
"LS" LINE
E
N.E. WEIDLER
N.E. HALSEY ST.
"NW" LINE
"SG" LINE
"SBW" LINE
Future Sign
"L" 292+15 Rt. Cantilever
111
112
113
114
48 x 48
Sign 1
(3 Required)
WRONG WAY
42 x 30
Sign 2
(2 Required)
48 x 48
Sign 3
(1 Required)
48 x 48
Sign 4
(1 Required)
30 x 12
Sign 5
(6 Required)
ONE WAY
36 x 12
Sign 6
(5 Required)
RIGHT LANE ENDS
48 x 48
Sign 7
(2 Required)
48 x 48
Sign 9
(2 Required)
EXIT 45 MPH
48 x 60
Sign 21
(2 Required)
SPEED 55
48 x 60
Sign
(5 Required)
22
ONLY ONLY
48 x 36
Sign 24
(2 Required)
ONLY ONLY
48 x 36
Sign 25
(2 Required)
ONLY ONLY
39 x 36
Sign 26
(2 Required)
ONLY ONLY
39 x 36
Sign 27
(2 Required)
119
EAST BURNSIDE ST.
S.E STARK ST.
S.E WASHINGTON ST.
126
127
"SWS" 349+51 Rt. Cantilever
"ST" 8+51 Lt. Cantilever
"WA" 352+02 Sign Bridge
"NWA" LINE
352+95 Lt.
"NWA" 357+00 Rt.
"L" 363+00 Lt. Sign Bridge
120
121
122
128
129
130
131
133
125
137
138
"NAS" LINE
"GSW" LINE
"WAS" 352+91 Sign Bridge
"GSW" 350+42 Sign Bridge
"NA" 2+92 Lt.
132
134
135
136
92ND AVE.

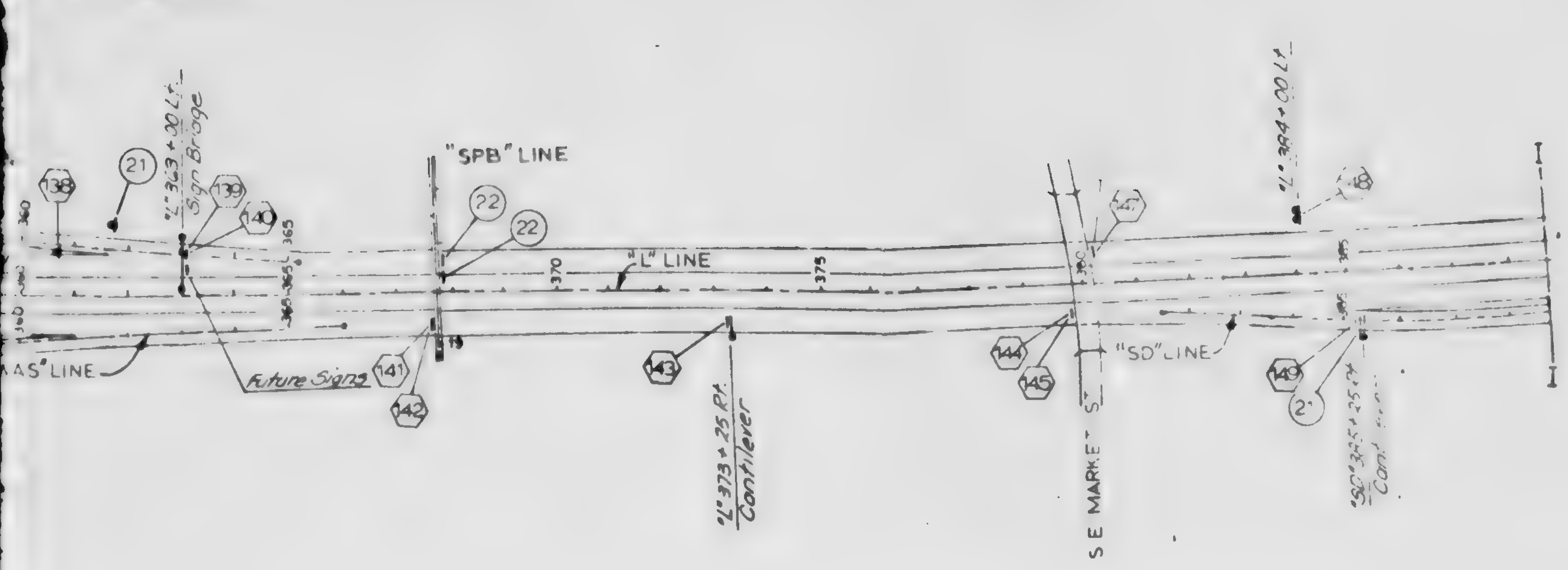
16V-5

COLUMBIA RIVER BR.~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No 2D-4
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)300		See Index

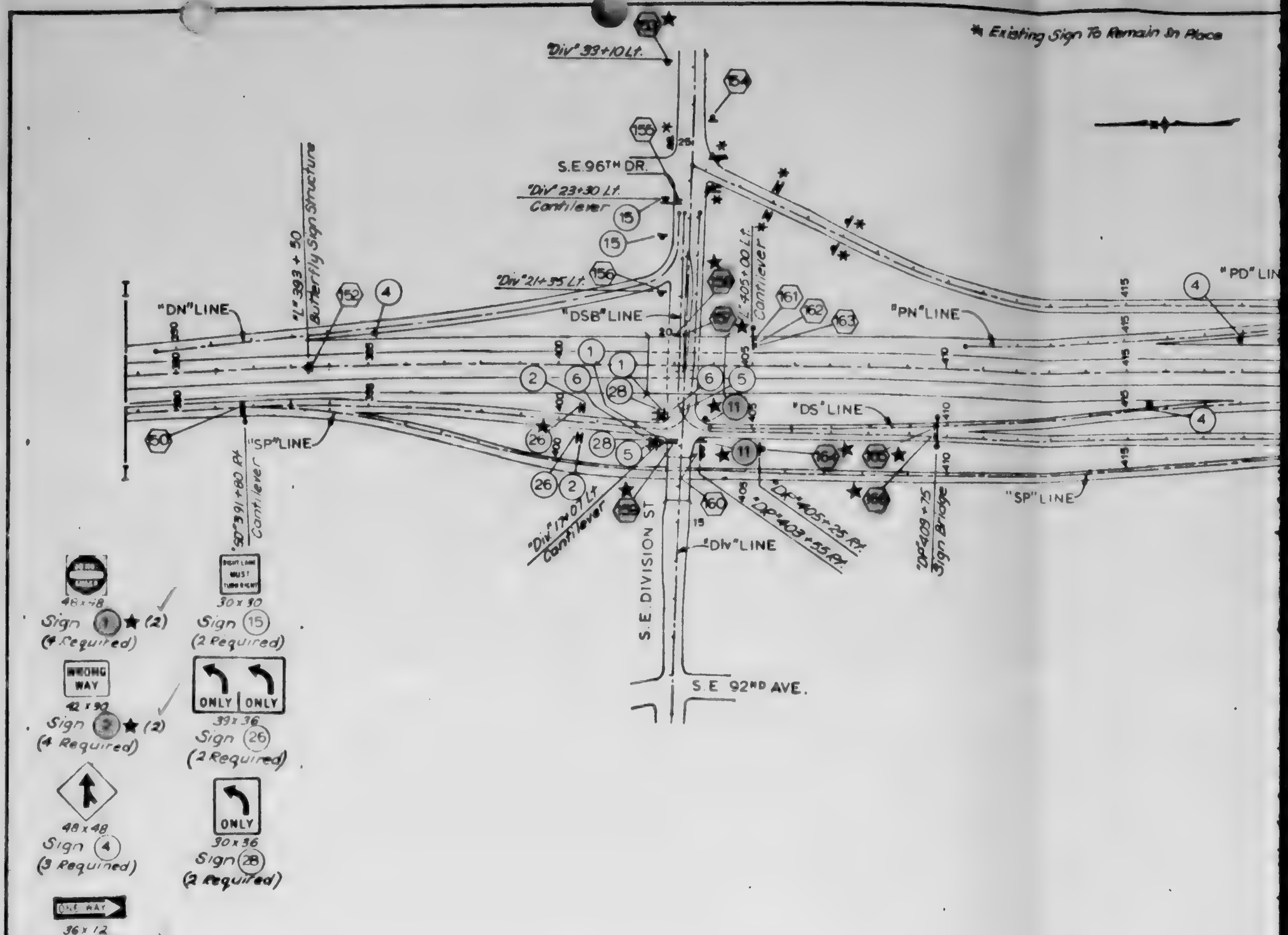
PERMANENT SIGNING

SIGN PLANS





* Existing Sign To Remain In Place



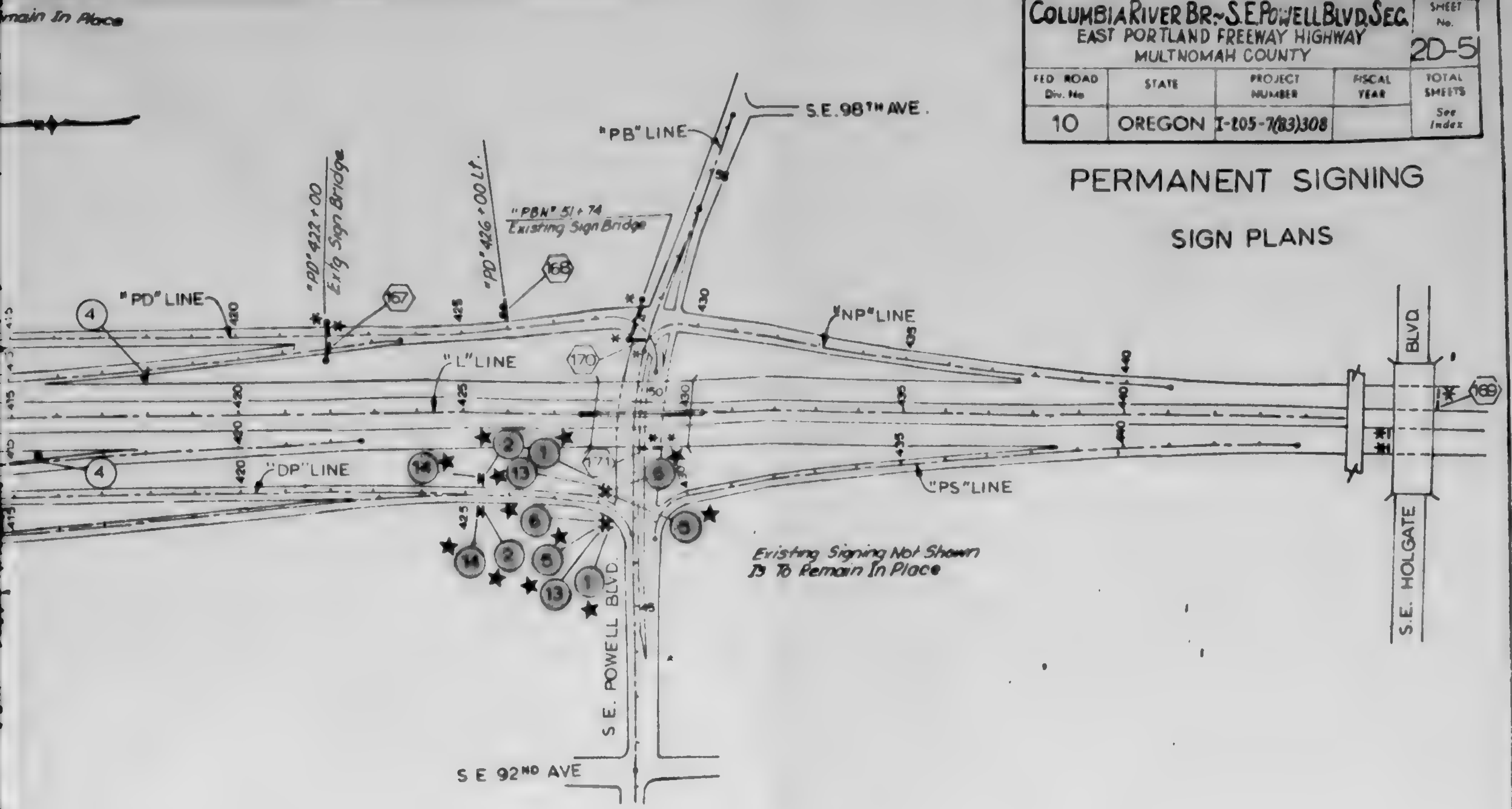
★ Early Project Completion

16V-5

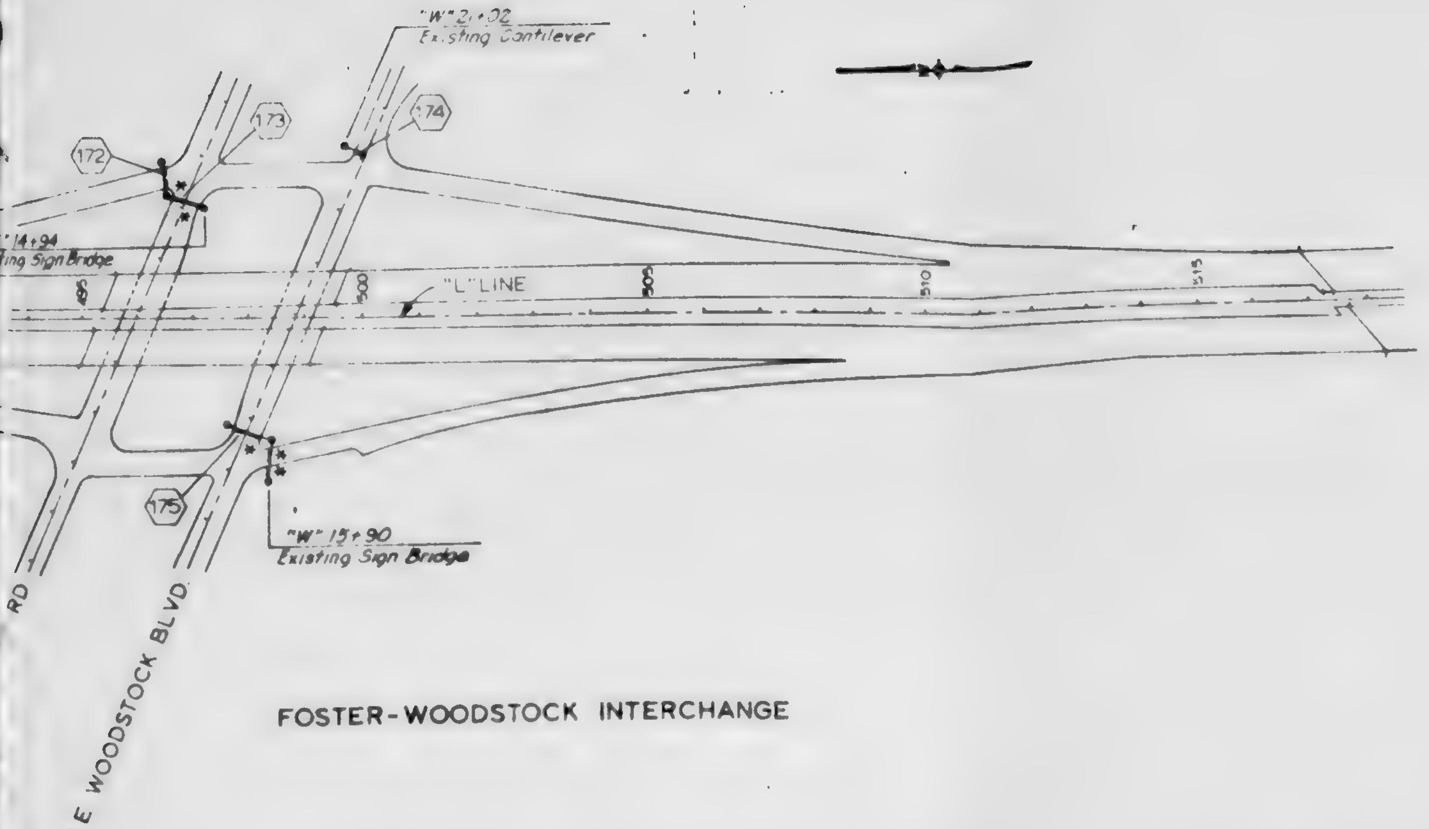
COLUMBIA RIVER BR.~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

PERMANENT SIGNING

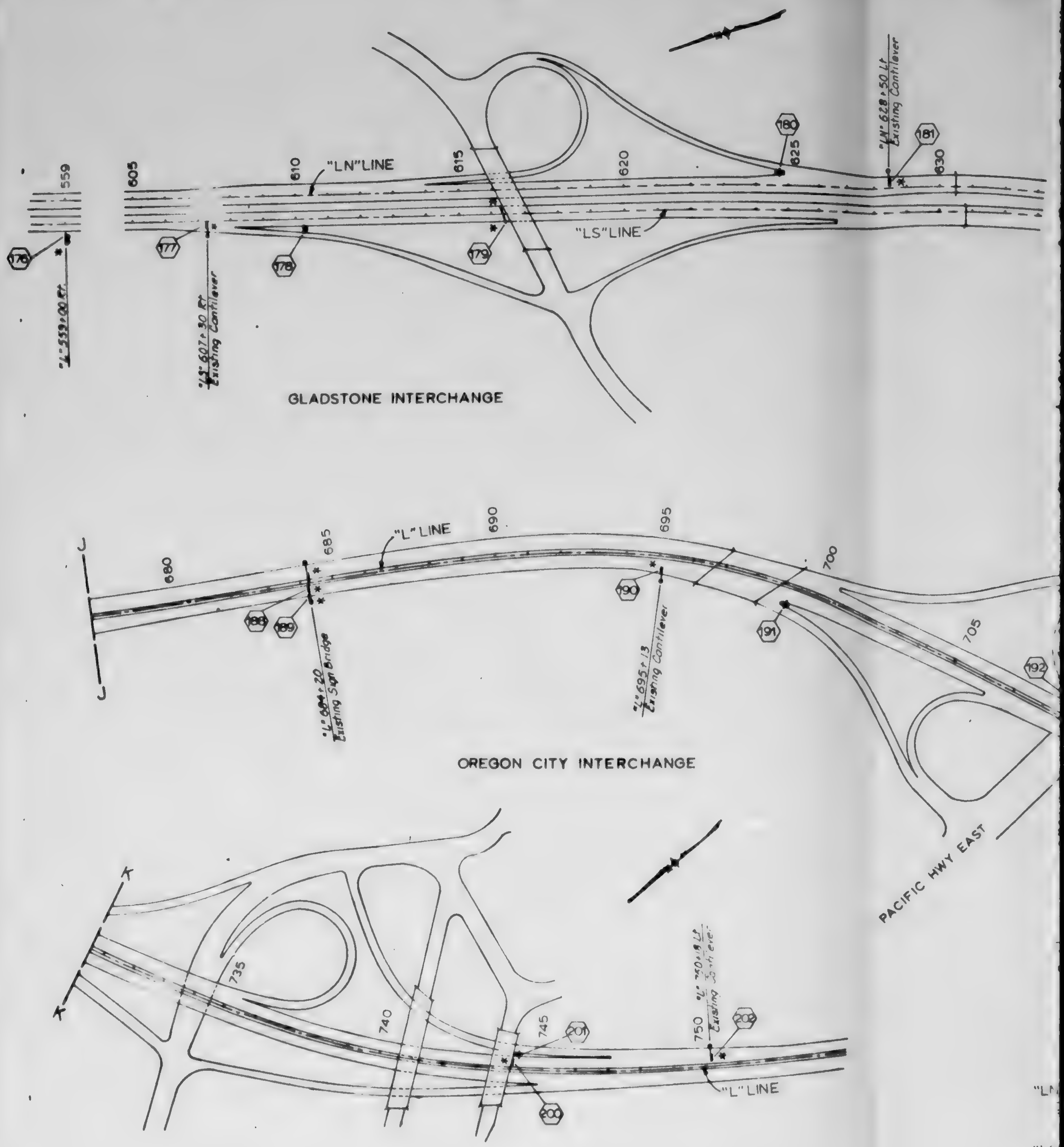
SIGN PLANS



Existing Signing Not Shown
Is To Remain In Place



FOSTER-WOODSTOCK INTERCHANGE

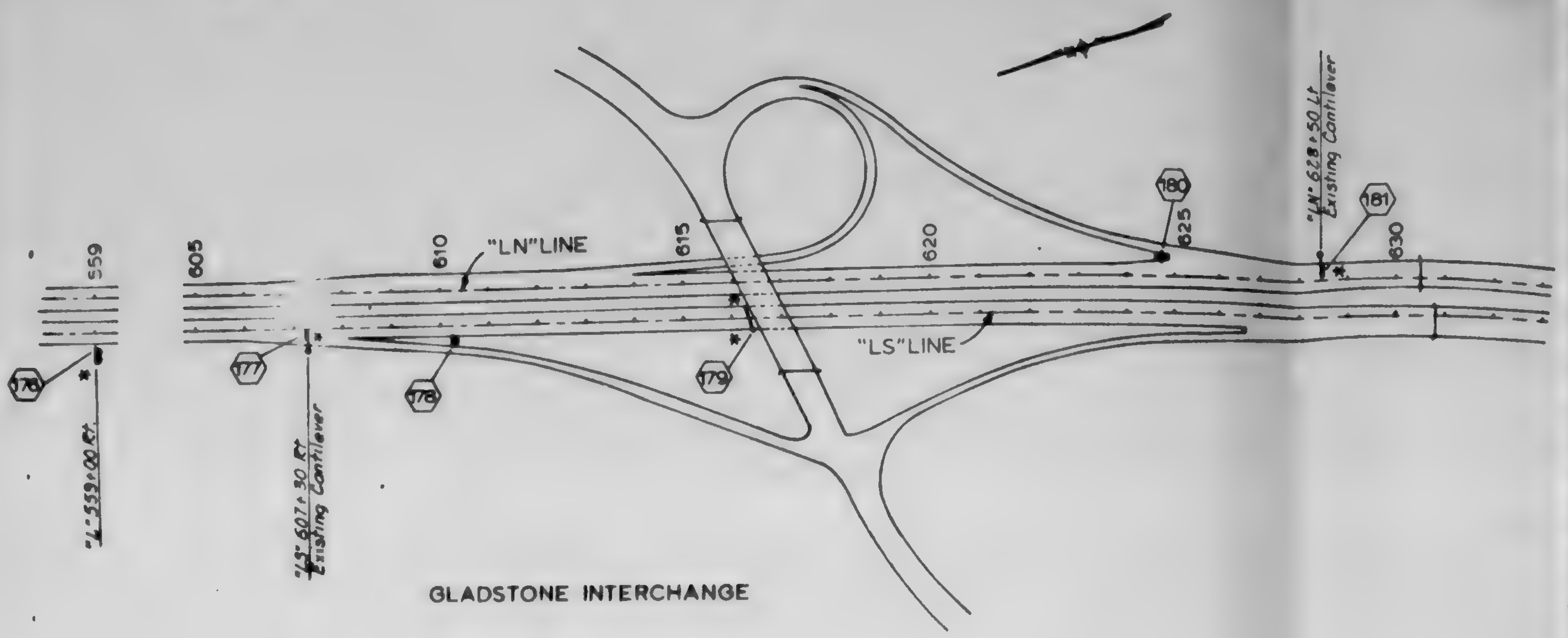


GLADSTONE INTERCHANGE

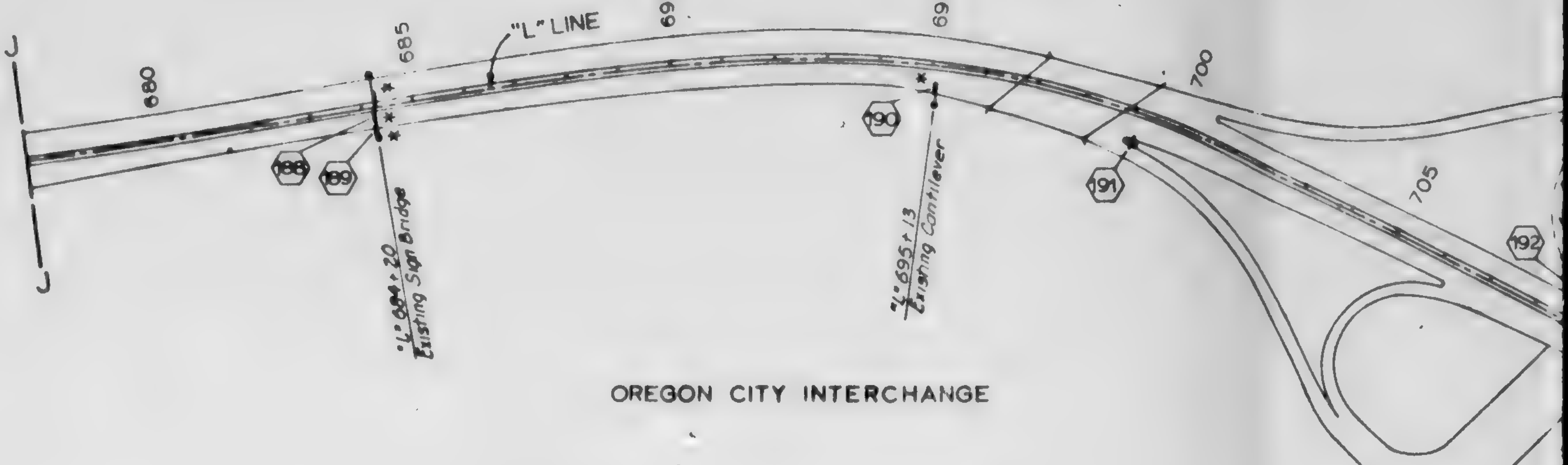
OREGON CITY INTERCHANGE

WEST LINN INTERCHANGE

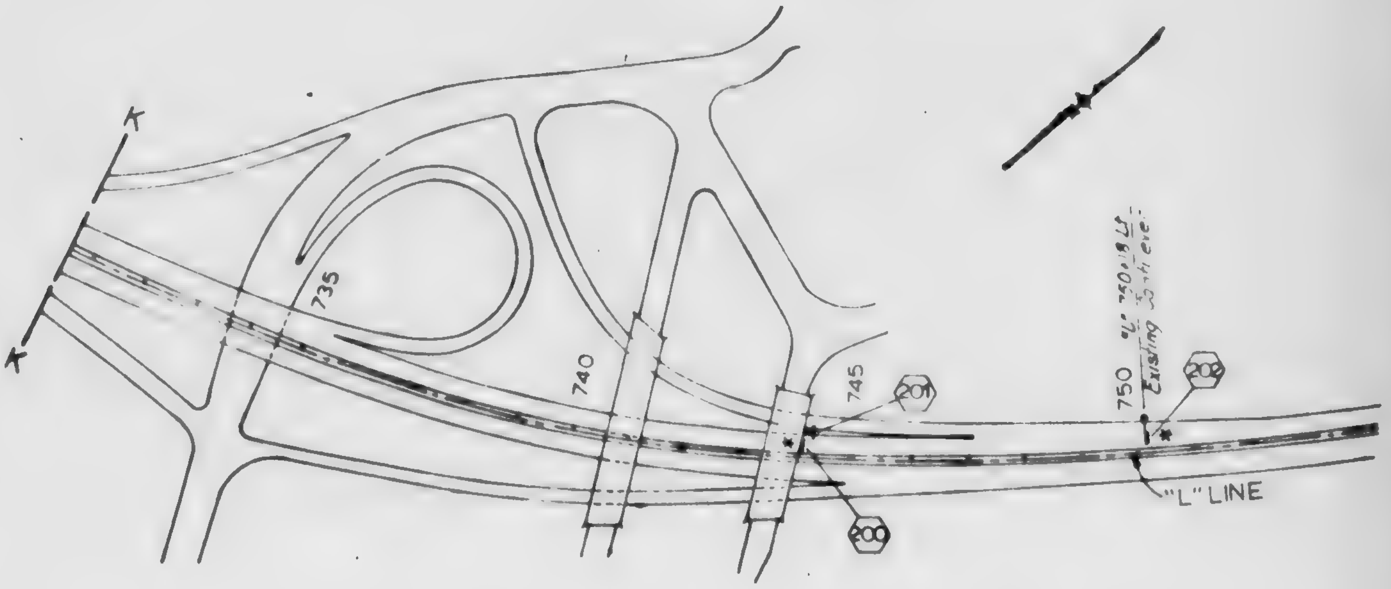
* Exist



GLADSTONE INTERCHANGE



OREGON CITY INTERCHANGE



WEST LINN INTERCHANGE

"LN

"L"

16V-5

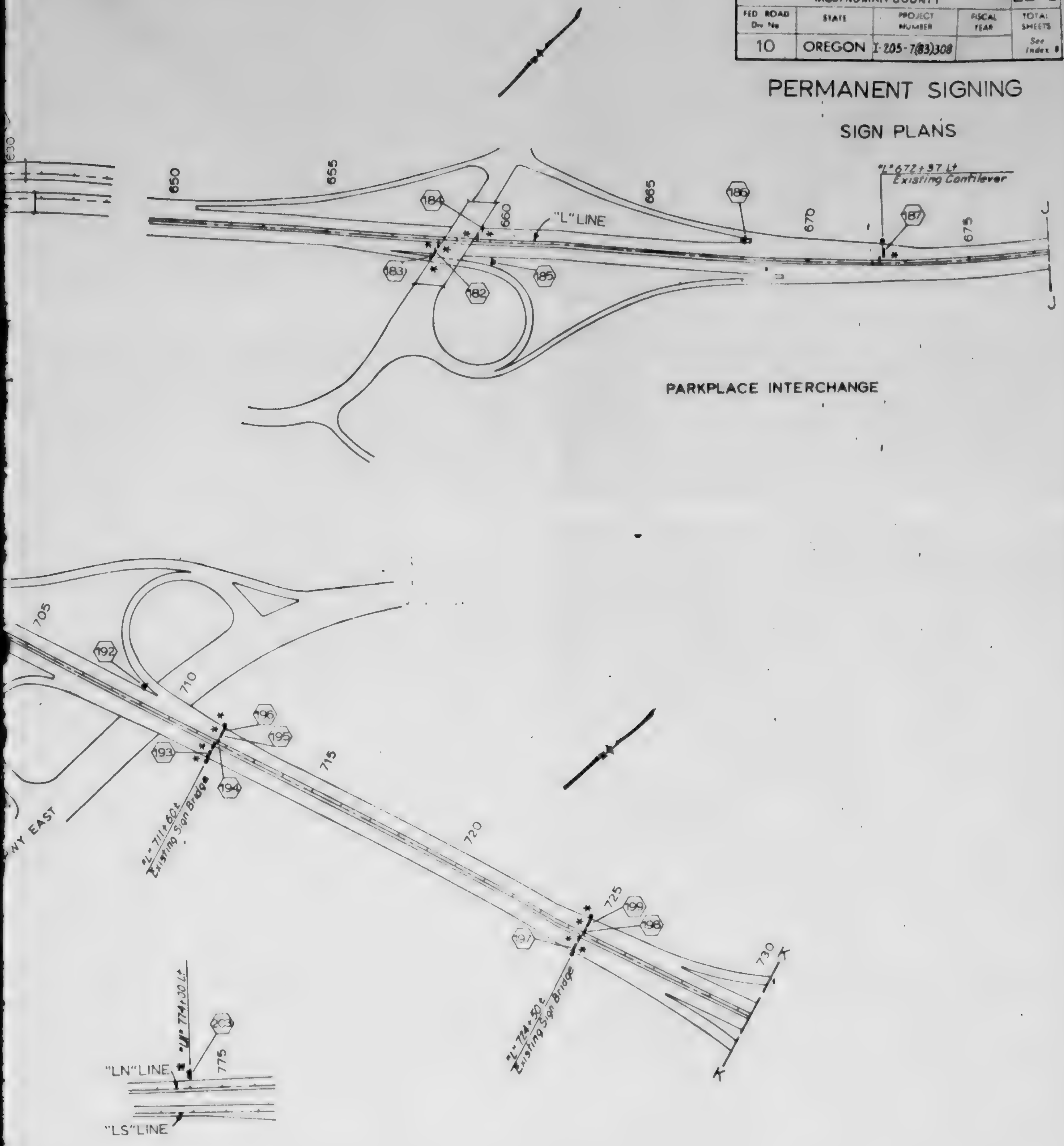
Existing Sign To Remain In Place

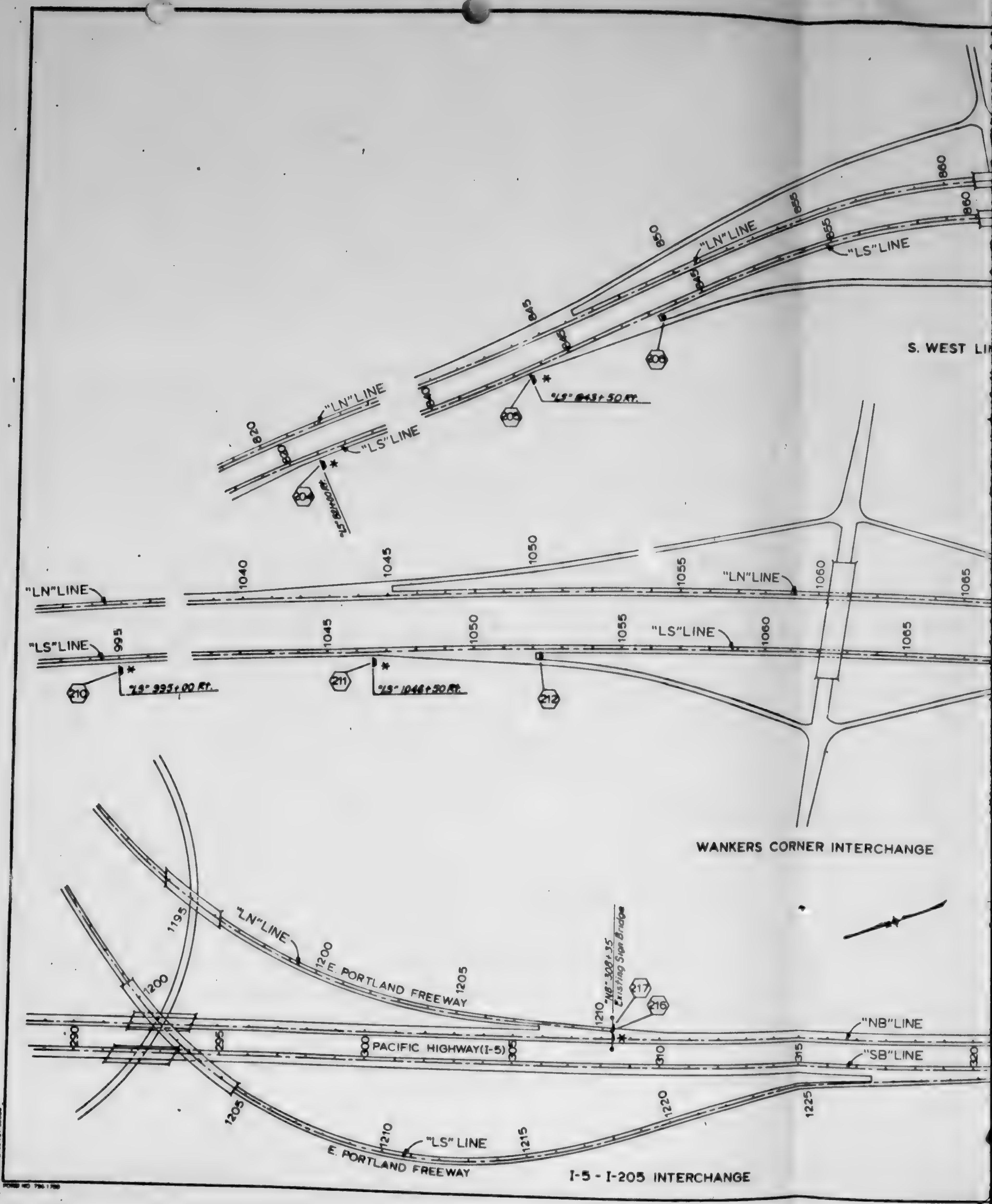
COLUMBIA RIVER BR.~S.E. POWELL BLVD. SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2D-6 TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index 8

PERMANENT SIGNING

SIGN PLANS




820
"LN" LINE
820
"LS" LINE
204
*
"LS" 821+00 Rt.
840
845
840
"LS" 843+50 Rt.
*
205
845
206
850
"LN" LINE
855
845
855
"LS" LINE
860
860
S. WEST LI
"LN" LINE
1040
1045
1050
1055
"LN" LINE
1060
1065
"LS" LINE
995
*
210
"LS" 995+00 Rt.
1045
*
211
"LS" 1046+50 Rt.
1050
212
1055
"LS" LINE
1060
1065
WANKERS CORNER INTERCHANGE
1195
"LN" LINE
1200
E. PORTLAND FREEWAY
1205
1200
1210
"NB" 308+35
Existing Sign Bridge
217
216
*
"NB" LINE
290
295
300
PACIFIC HIGHWAY (I-5)
305
310
315
"SB" LINE
320
1205
1210
"LS" LINE
1215
1220
1225
E. PORTLAND FREEWAY
I-5 - I-205 INTERCHANGE

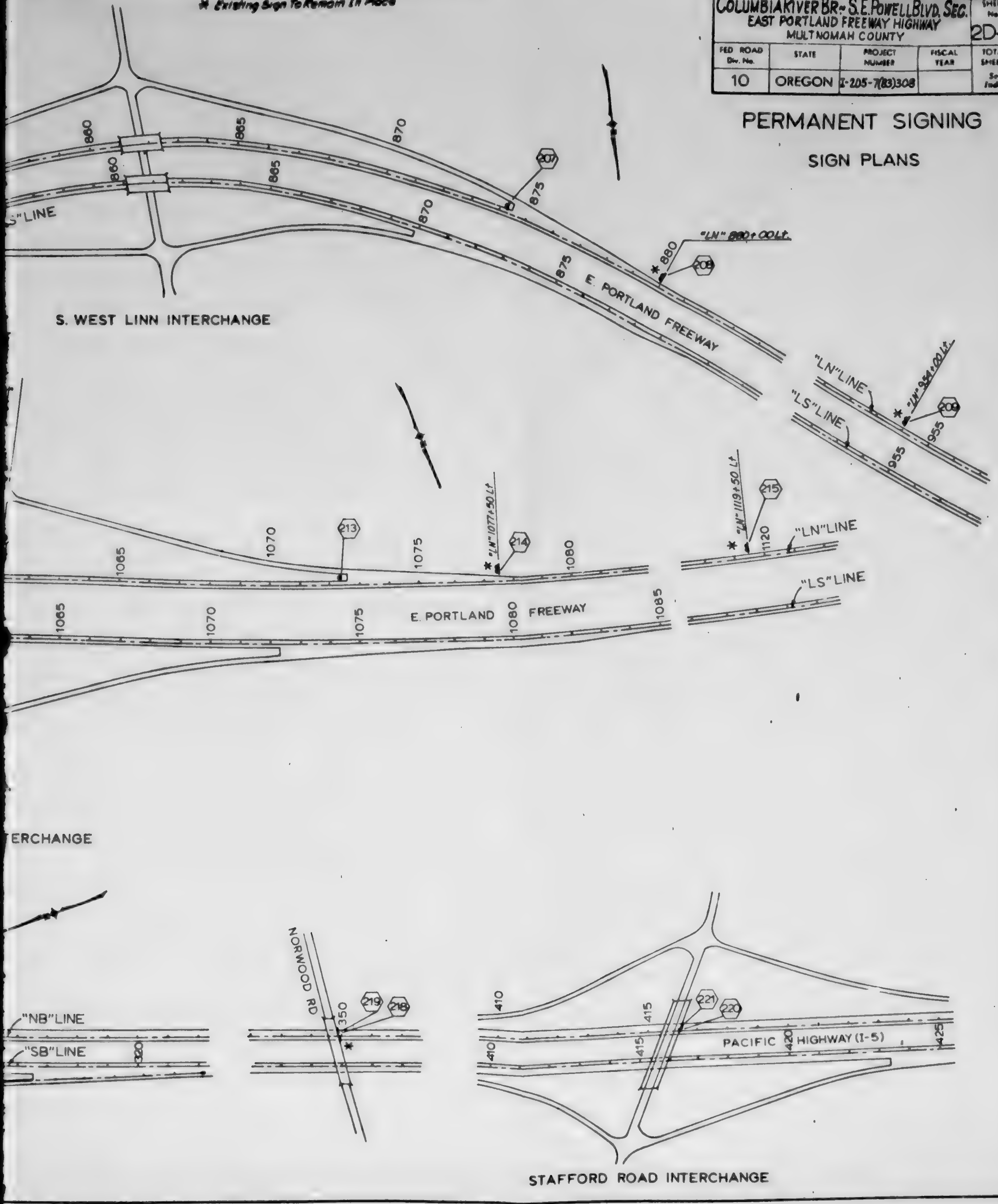
16V-5

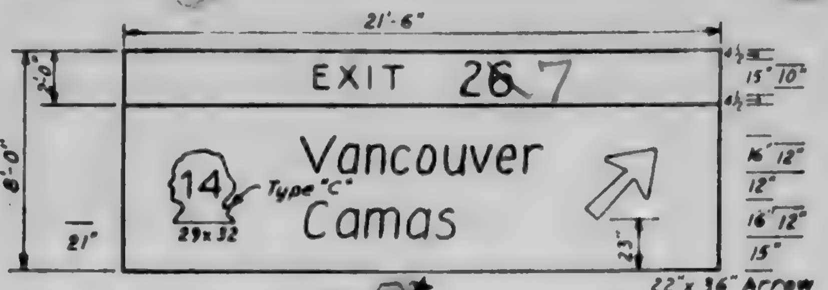
COLUMBIA RIVER BR. ~ S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-7
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(83)308		See Index

PERMANENT SIGNING

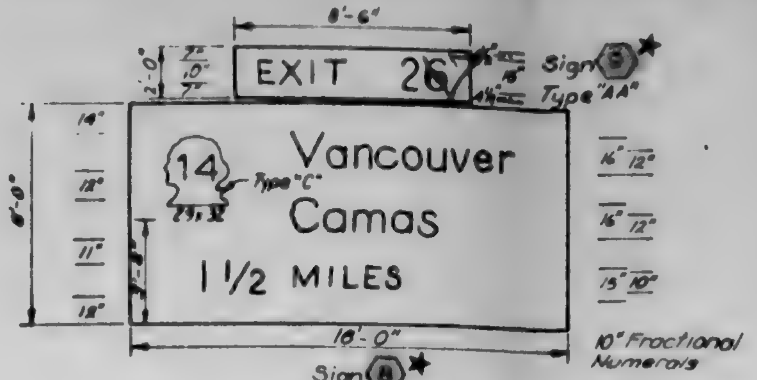
SIGN PLANS

* Existing Sign To Remain In Place

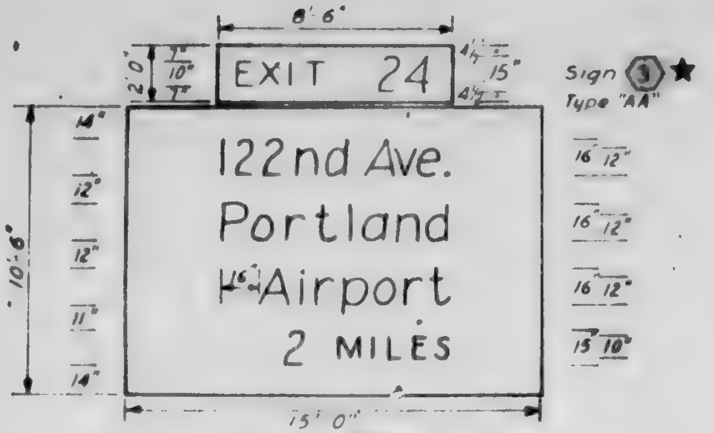




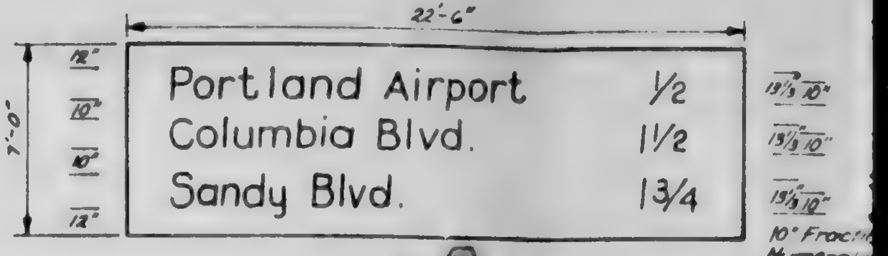
Sign ① ★
Type "AA"



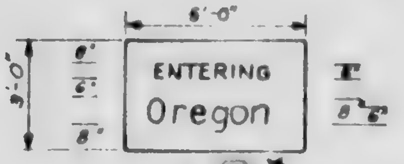
Sign ⑧ ★
Type "AA"



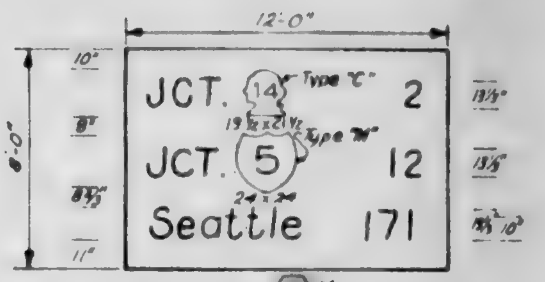
Sign ② ★
Type "AA"



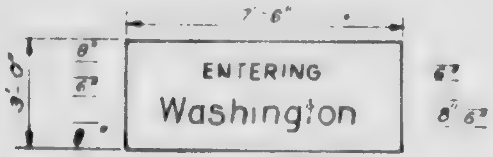
Sign ⑩
Type "AA"



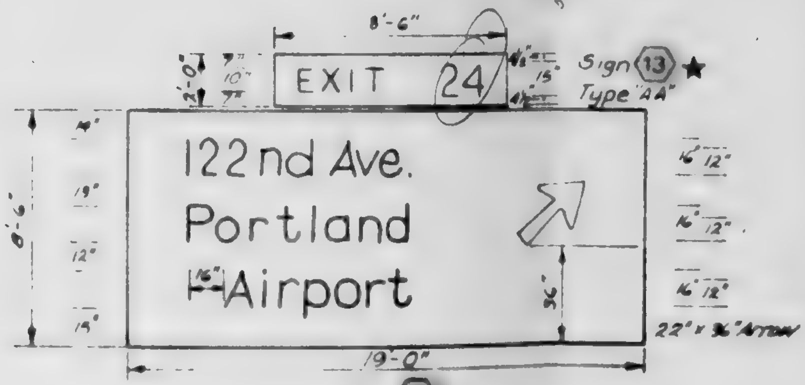
Sign ④ ★
Type "AA"



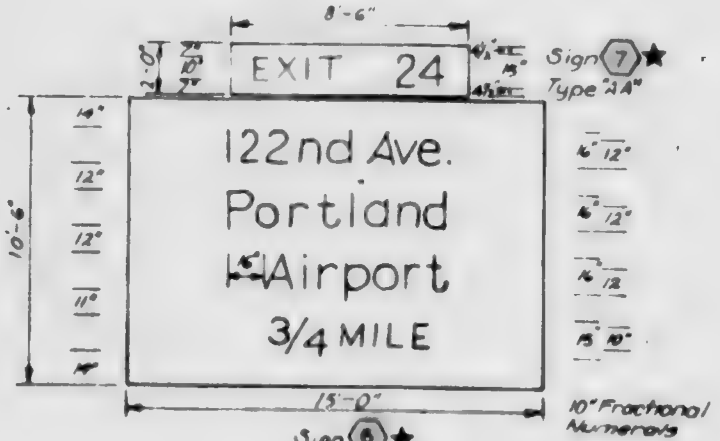
Sign ⑪ ★
Type "AA"



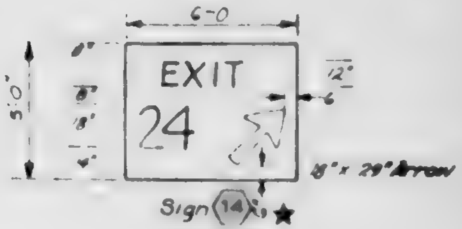
Sign ⑤ ★
Type "AA"



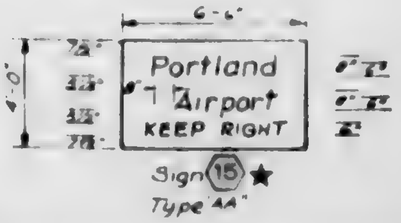
Sign ⑫ ★
Type "AA"



Sign ⑥ ★
Type "AA"



Sign ⑭ ★
Type "AA"



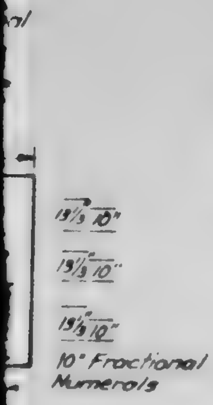
Sign ⑮ ★
Type "AA"

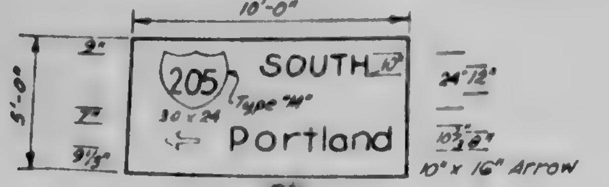
★Early Project Completion

COLUMBIA RIVER BR.~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No 2D-8
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

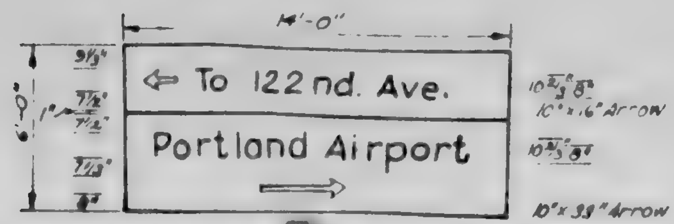
PERMANENT SIGNING

SIGN DETAILS



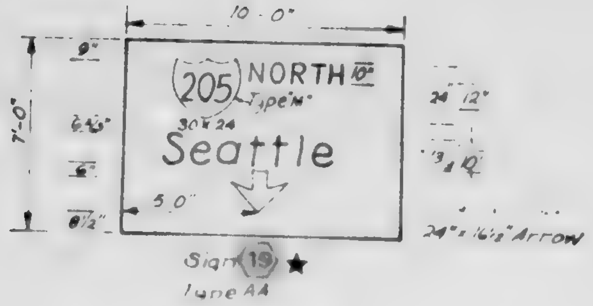


Sign 16
Type "AA"

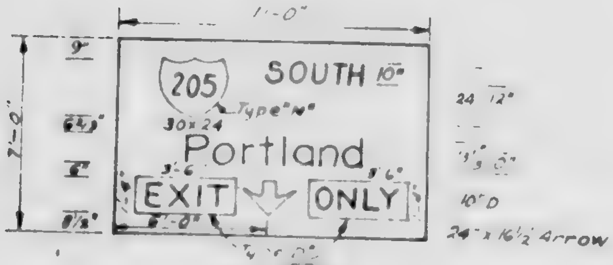


Sign 17 ★
Type "AA"

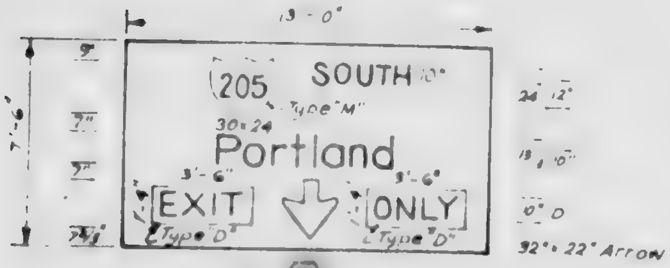
Sign 18 Deleted



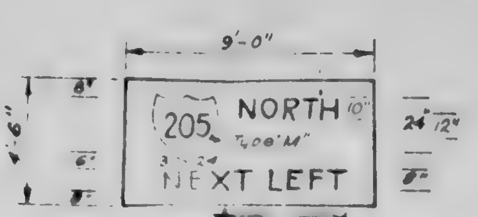
Sign 19 ★
Type AA



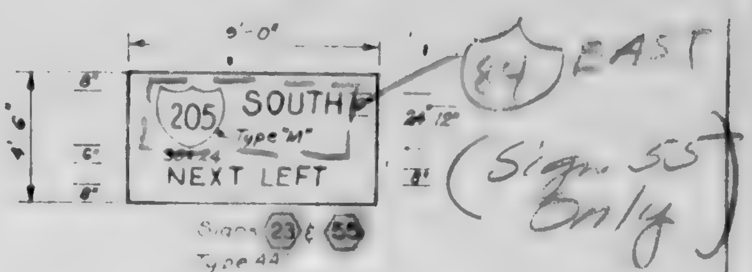
Sign 20 ★
Type "AA"



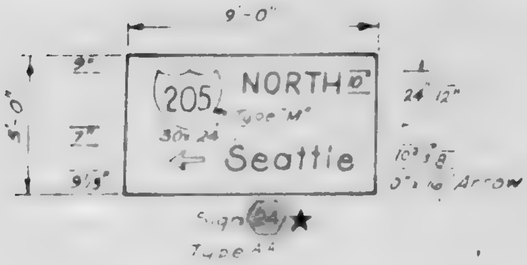
Sign 21 ★
Type "AA"



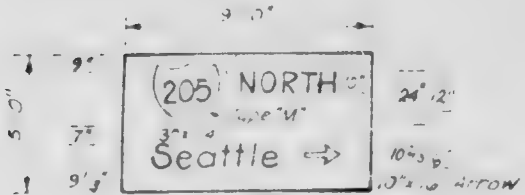
Signs 22 & 56 ★ ★
Type "AA"



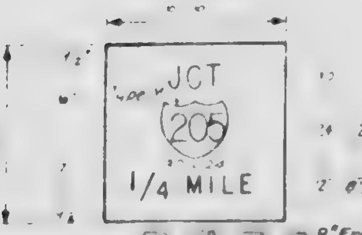
Signs 23 & 55
Type AA



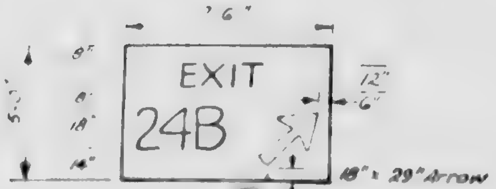
Sign 24 ★
Type AA



Sign 25 ★
Type AA



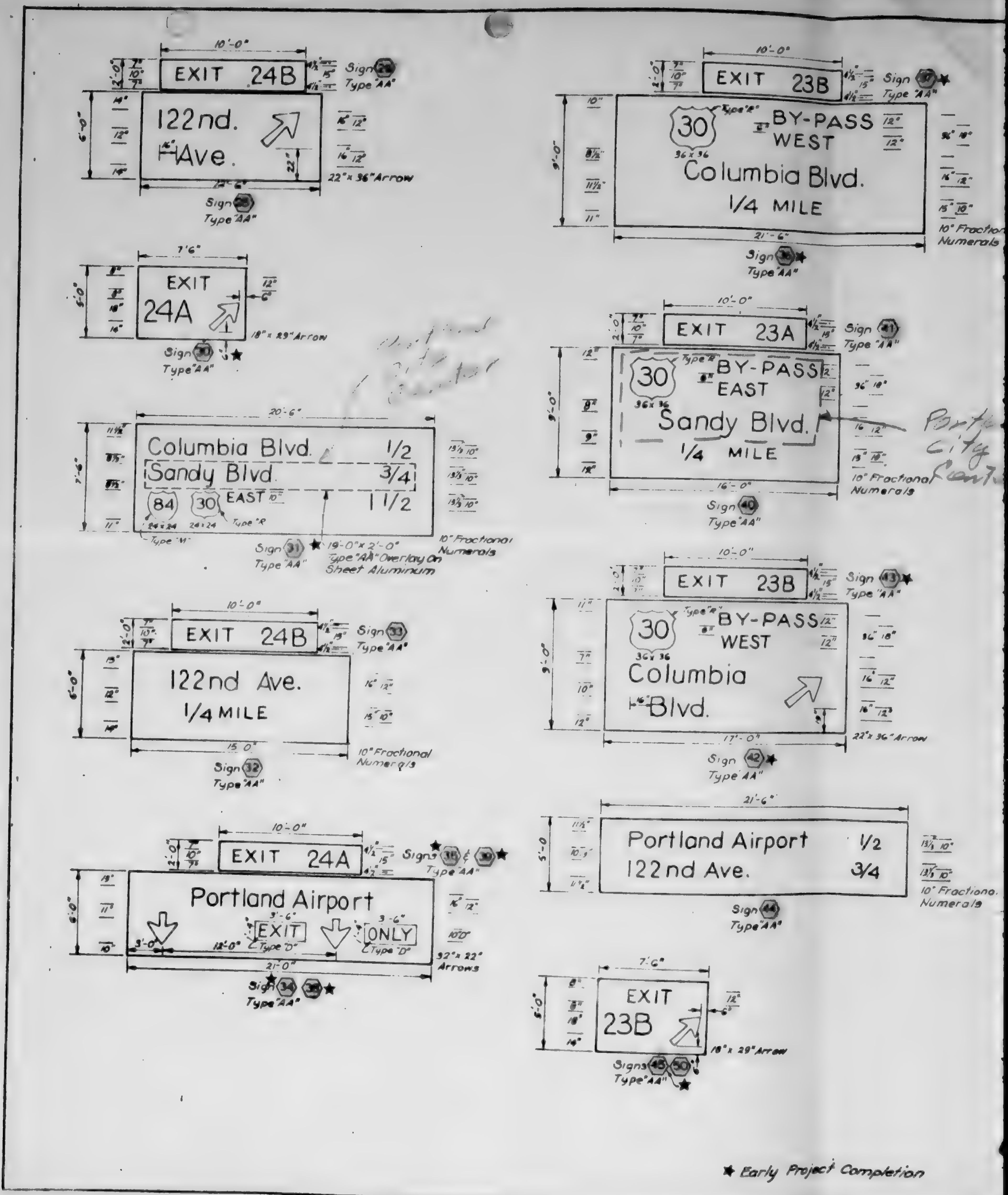
Signs 26 52 50 53 ★ ★ 8" Fractional Numbers
Type AA



Sign 27
Type "AA"

Arrow

ompletion

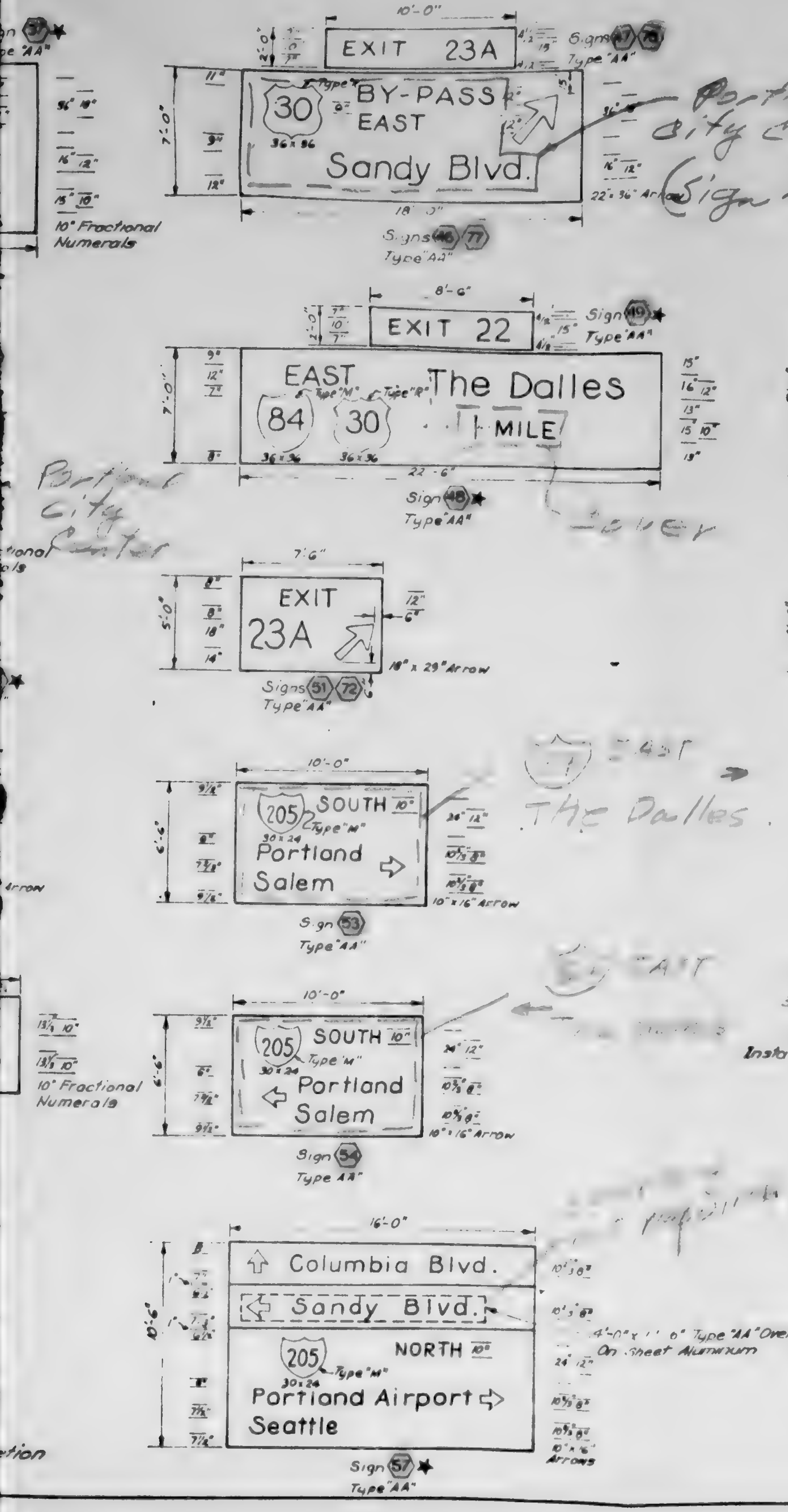


★ Early Project Completion

COLUMBIA RIVER BR.~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No 2D-9
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

SIGN DETAILS



Portland City Center (Sign 46 Only)

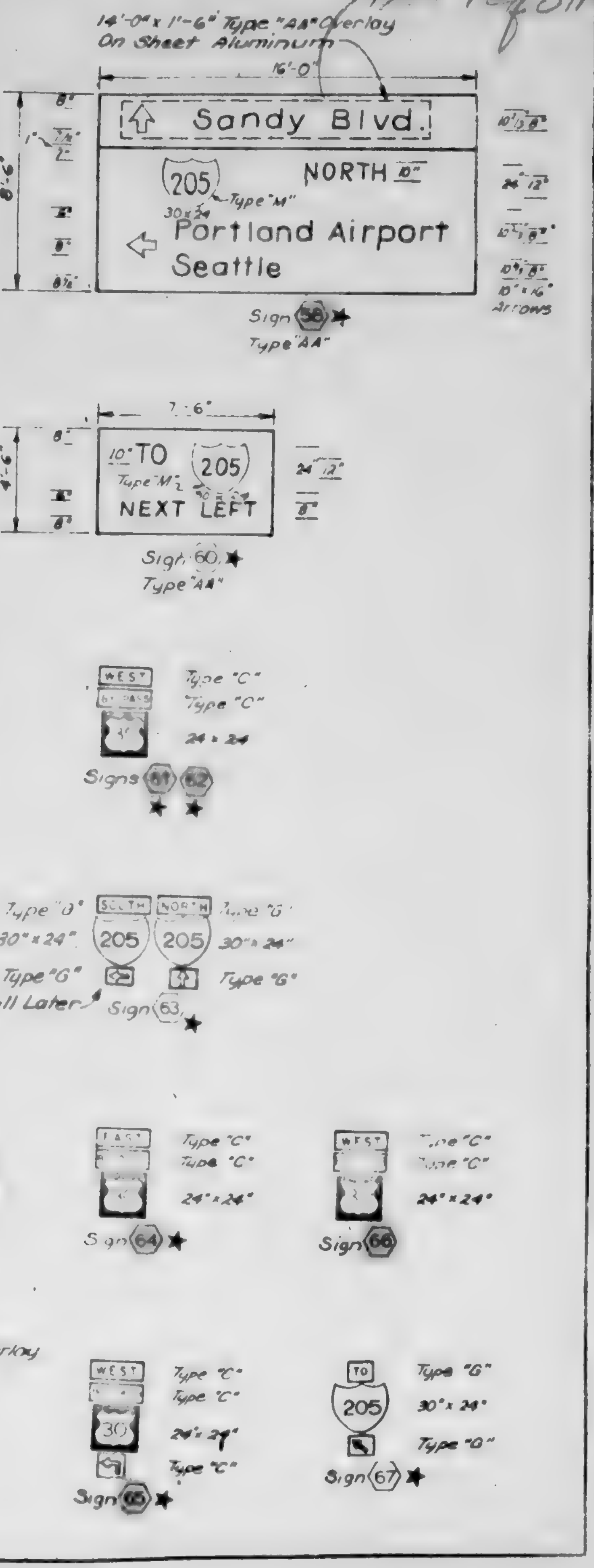
Portland City Center

Lower

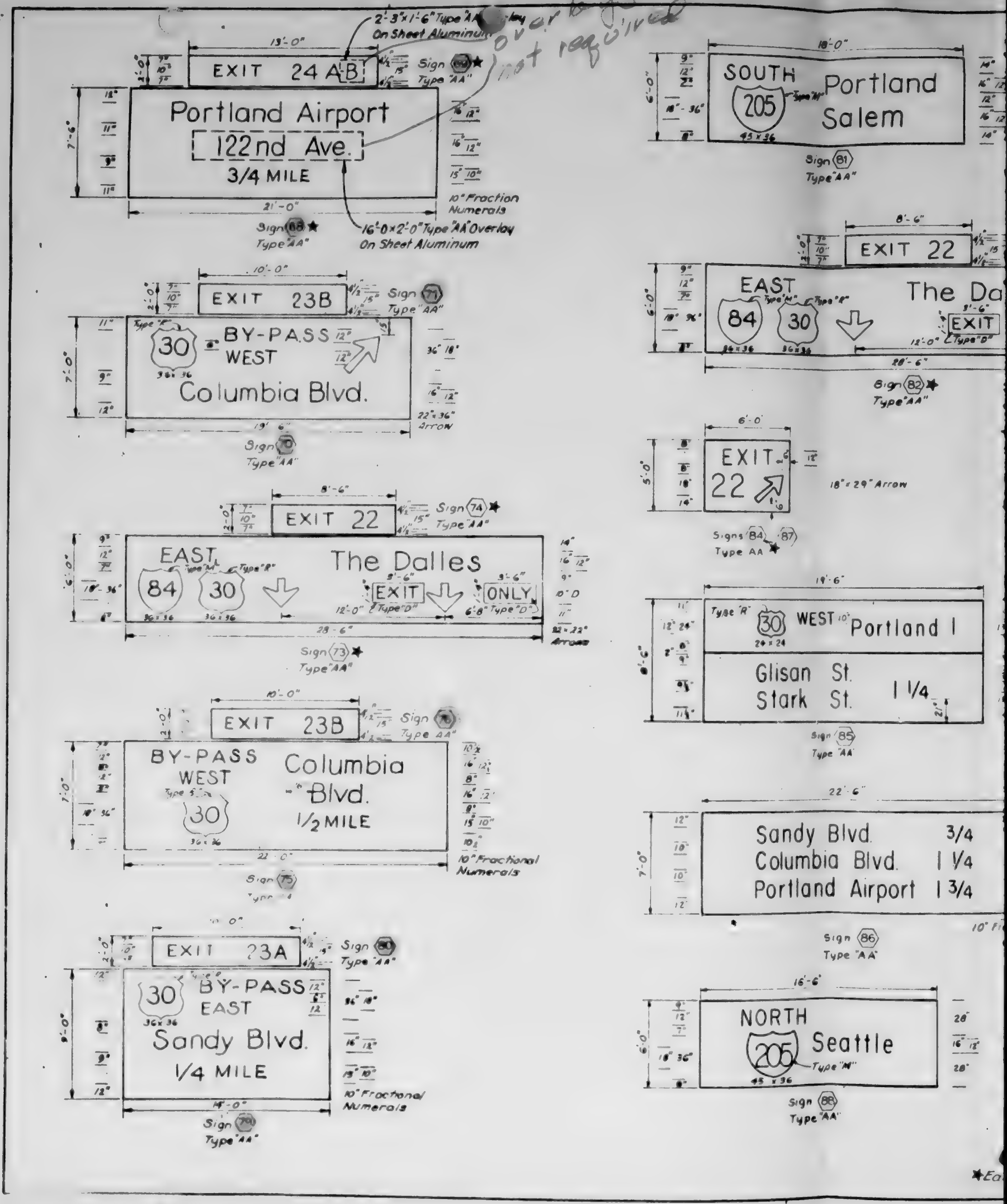
East The Dalles

East The Dalles

overlay not required



overlay not required



overlays not required

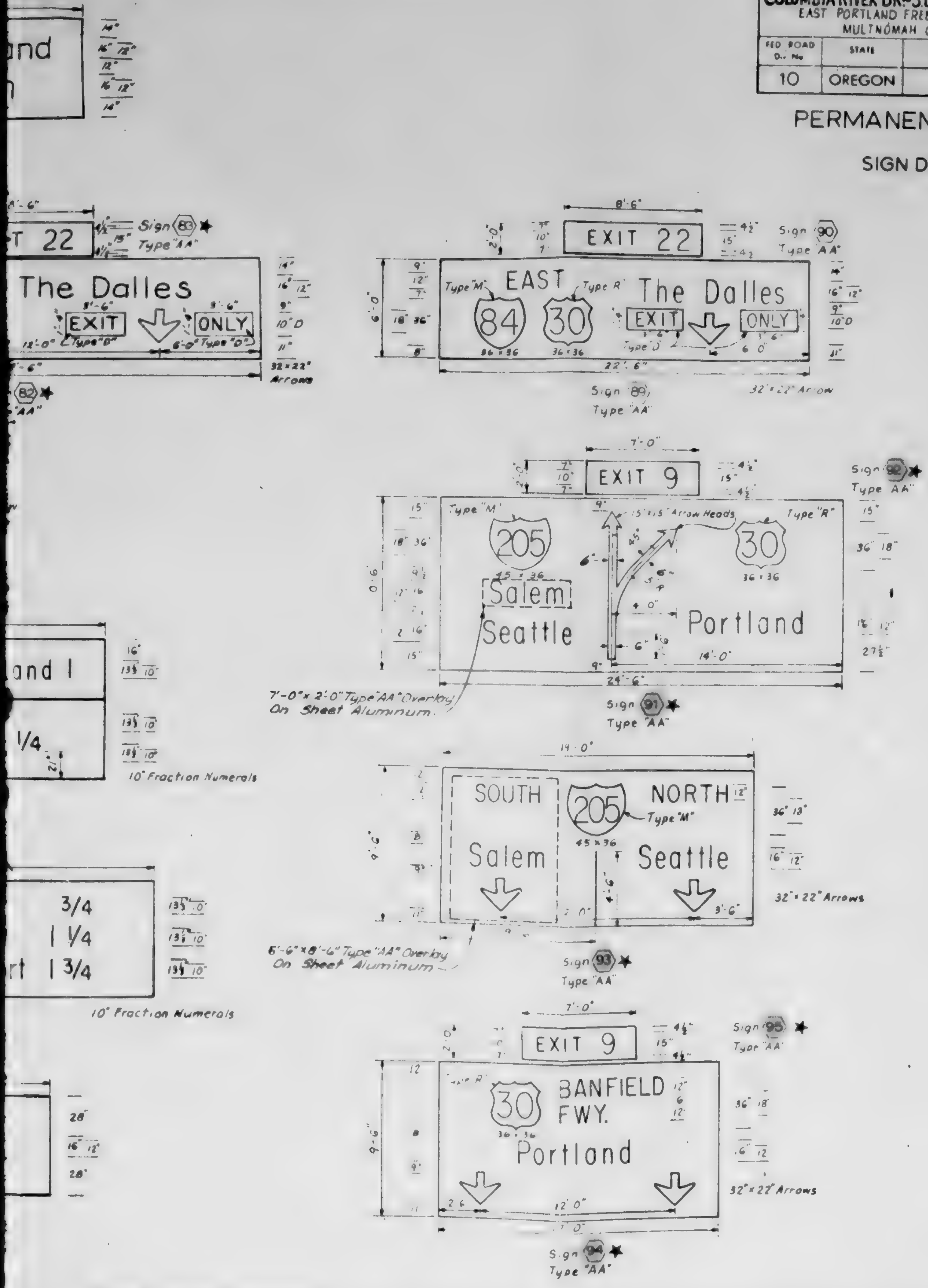
COLUMBIA RIVER BR~S.E. POWELL BLVD. SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

SHEET No 2D-10

FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

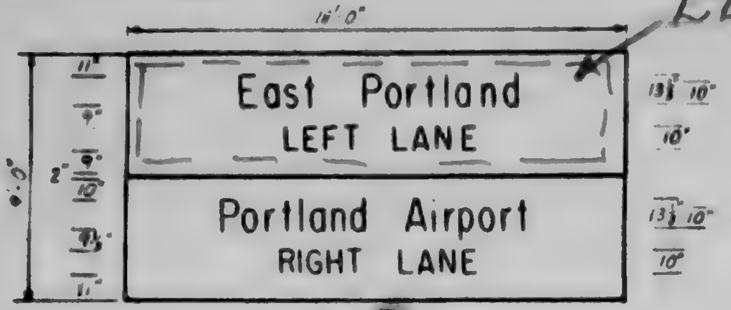
SIGN DETAILS



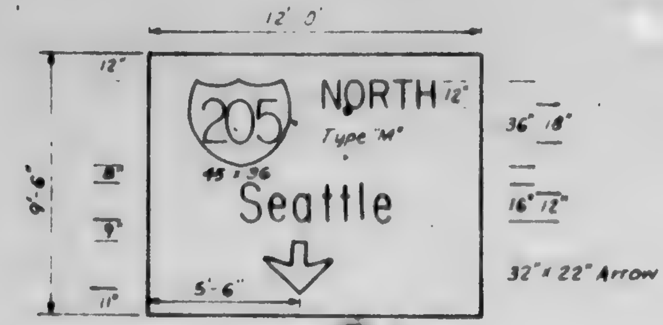
★Early Project Completion

"Type D"

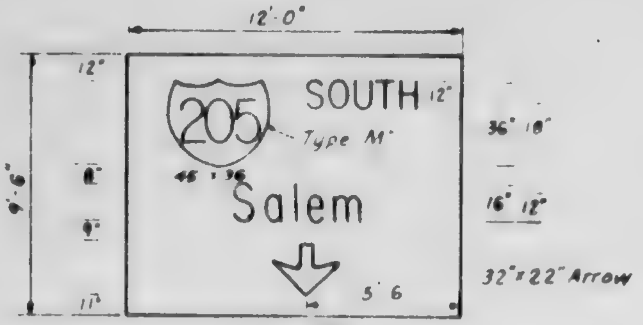
LEFT LANE ENDS



Sign 96 ★
Type "AA"

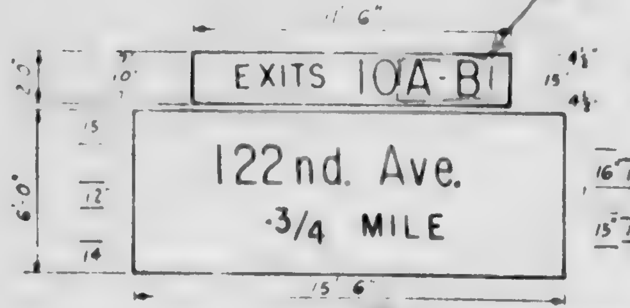


Sign 97 ★
Type "AA"



Sign 98
Type "AA"

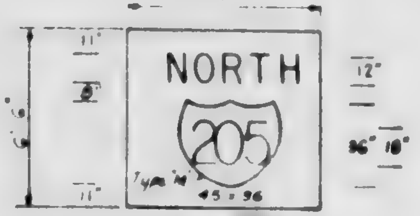
[illegible]



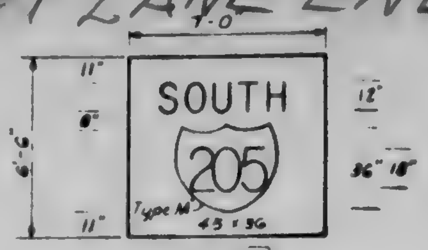
Sign 100 ★
Type "AA"

Sign 99 ★
Type "AA"

10" Fraction Numerals

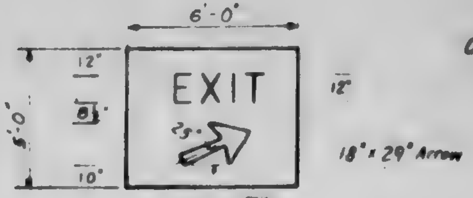


Sign 101 ★
Type "AA"

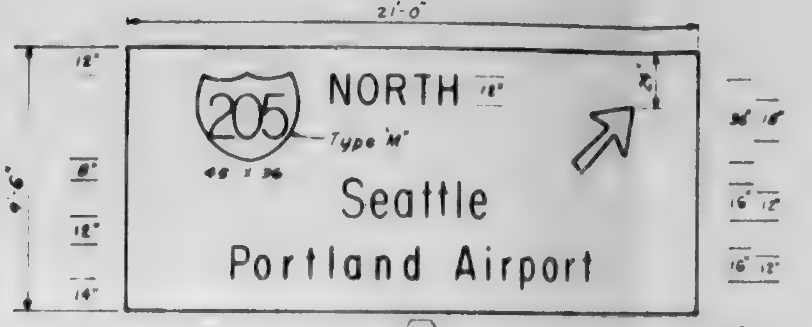


Sign 102
Type "AA"

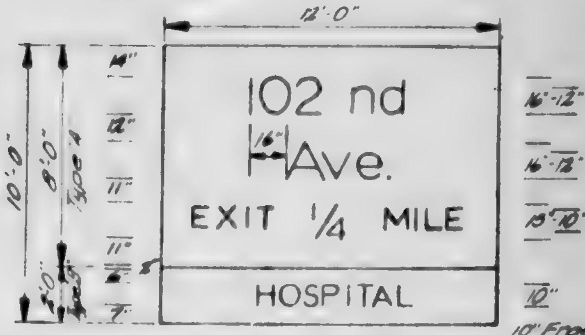
?
where is detail for signs 103 & 104



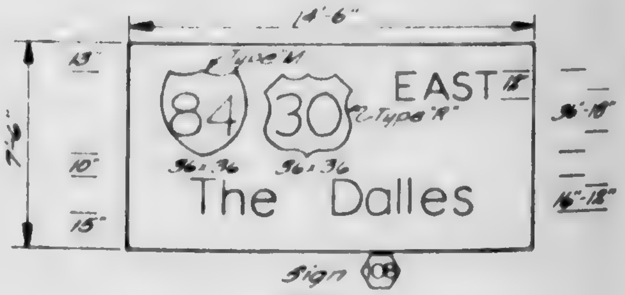
Sign 105
Type "A"



Sign 106
Type "A"



Sign 107



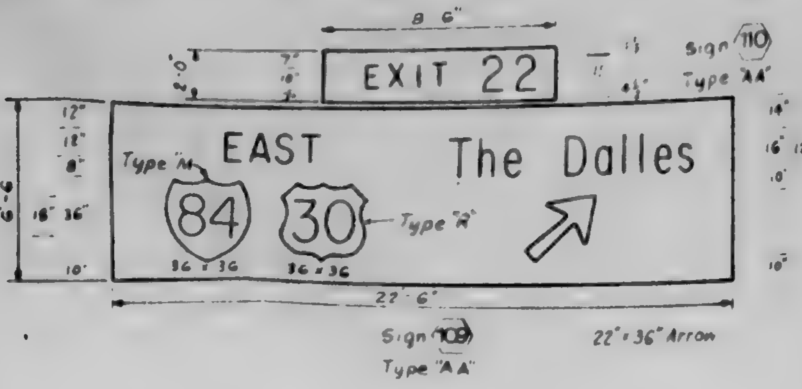
Sign 108
Type "A"

★ Early Project Completion

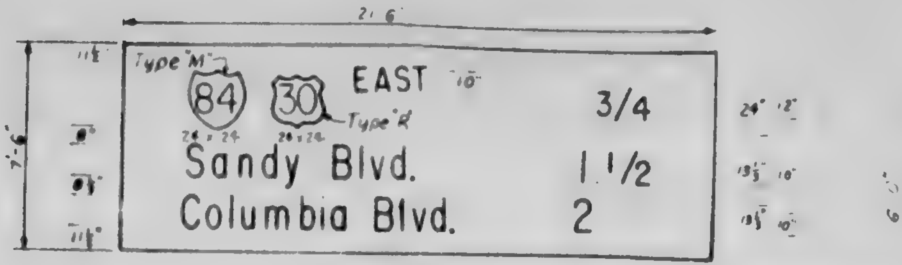
COLUMBIA RIVER BR~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

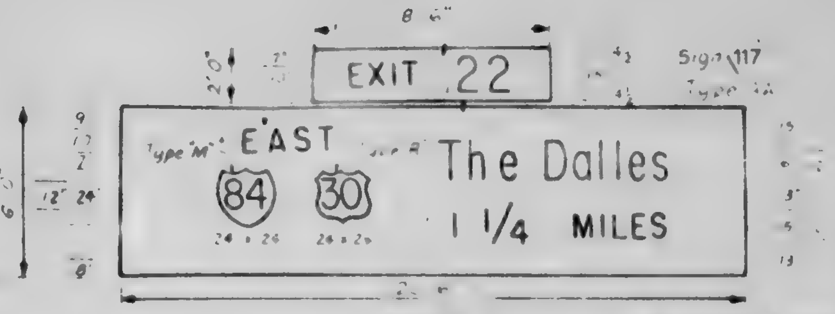
SIGN DETAILS



Sign 109
Type "AA"
22" x 36" Arrow

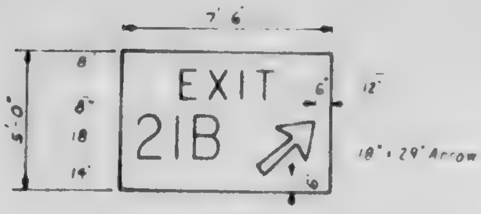


Sign 111
Type "AA"
10" Fraction Numerals

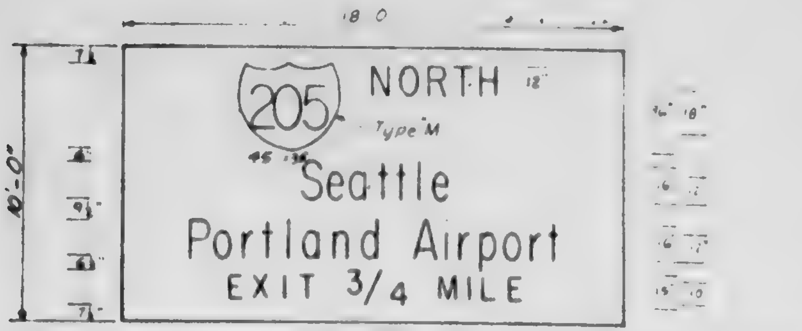


Sign 116
Type "AA"
10" Fraction Numerals

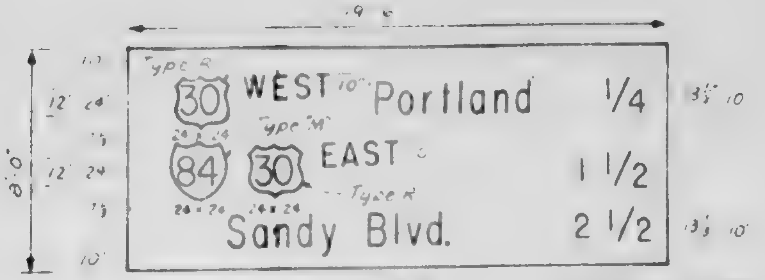
Sign 118 Deleted

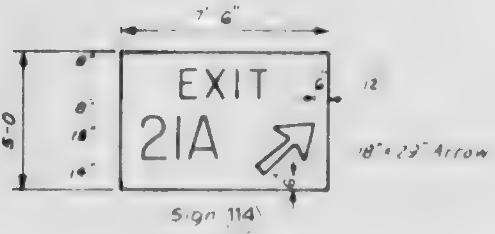


Sign 112
Type AA

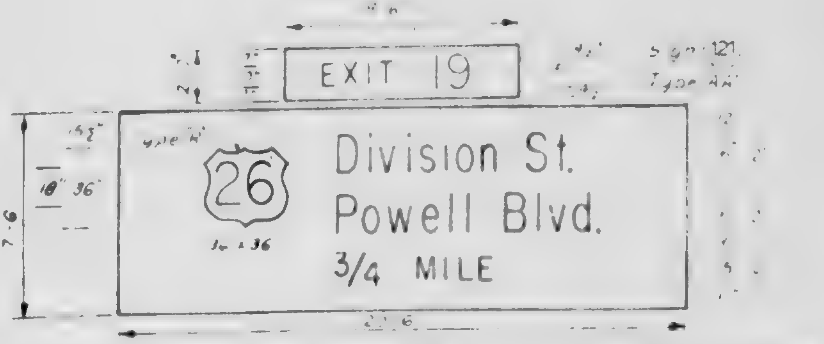


Sign 113
Type "AA"
10" Fraction Numerals

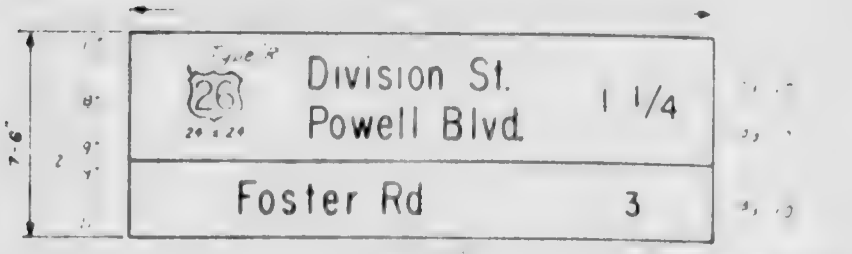




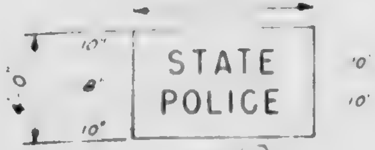
Sign 114
Type "AA"



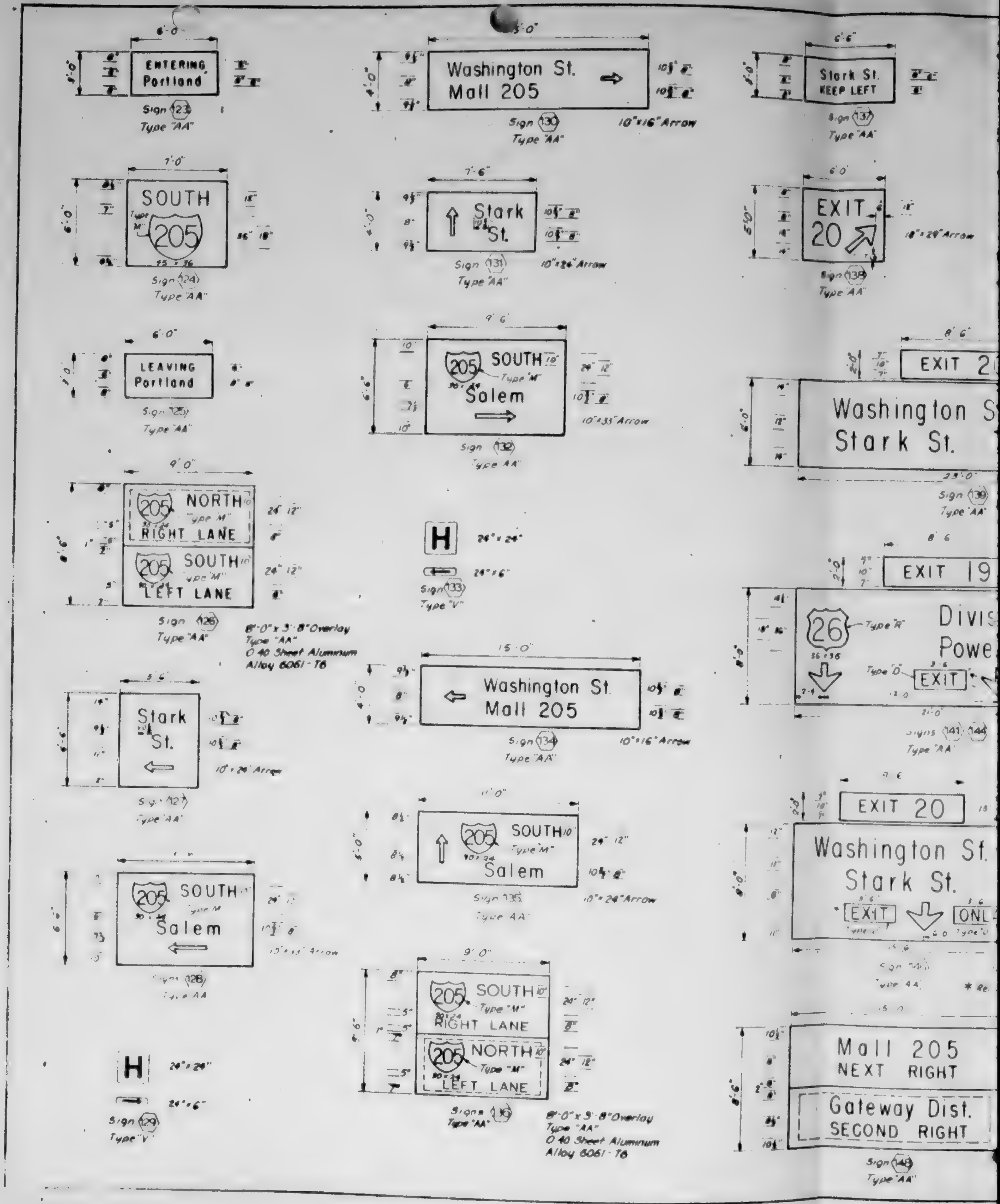
Sign 120
Type "AA"
10" Fraction Numerals



Sign 115
Type "AA"
10" Fraction Numerals



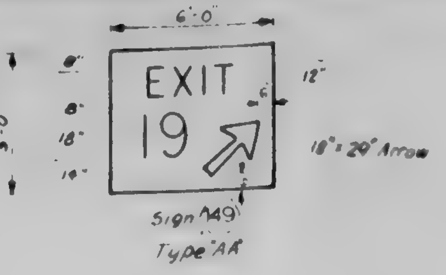
Sign 122
Type "AA"

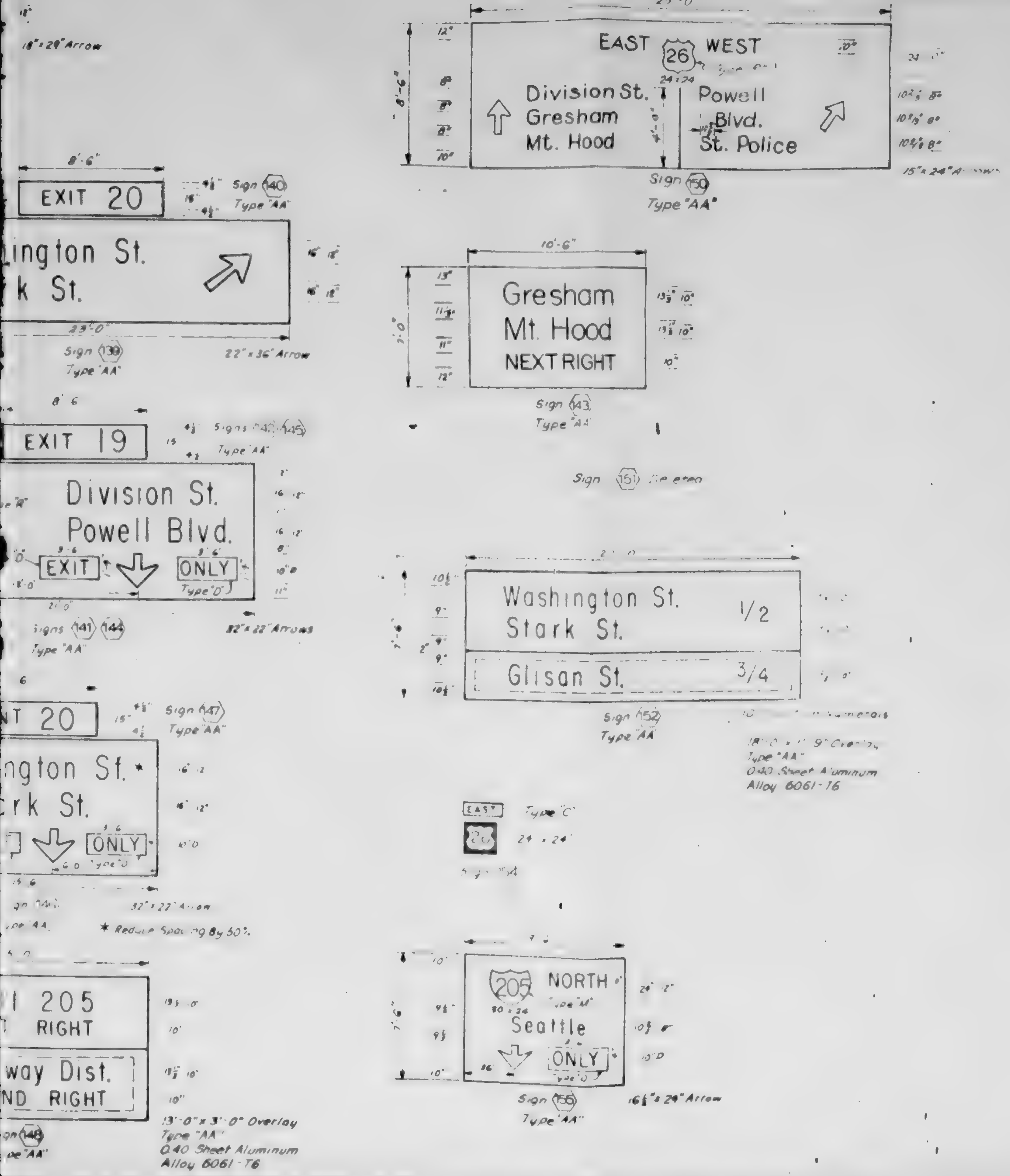

ENTERING Portland
6'-0"
Sign 123 Type "AA"
Washington St. Mall 205
15'-0"
Sign 130 Type "AA"
10"x16" Arrow
Stark St. KEEP LEFT
6'-6"
Sign 137 Type "AA"
SOUTH 205
7'-0"
Type "M"
Sign 124 Type "AA"
Stark St.
7'-6"
Sign 131 Type "AA"
10"x24" Arrow
EXIT 20
Sign 138 Type "AA"
18"x24" Arrow
LEAVING Portland
6'-0"
Sign 125 Type "AA"
205 SOUTH Salem
9'-6"
Type "M"
Sign 132 Type "AA"
10"x33" Arrow
EXIT 20
Washington St. Stark St.
23'-0"
Sign 139 Type "AA"
205 NORTH RIGHT LANE
205 SOUTH LEFT LANE
9'-0"
Sign 126 Type "AA"
8'-0" x 3'-8" Overlay
Type "AA"
0.40 Sheet Aluminum
Alloy 6061-T6
H
24"x24"
24"x6"
Sign 133 Type "V"
EXIT 19
26 Type "A"
Divis
Powe
Type "O"
EXIT
Signs 141, 144 Type "AA"
Washington St. Mall 205
15'-0"
Sign 134 Type "AA"
10"x16" Arrow
Stark St.
5'-6"
Sign 127 Type "AA"
10"x24" Arrow
205 SOUTH Salem
11'-0"
Sign 135 Type "AA"
10"x24" Arrow
EXIT 20
Washington St. Stark St.
EXIT
ONL
205 SOUTH Salem
Sign 128 Type "AA"
205 SOUTH RIGHT LANE
205 NORTH LEFT LANE
9'-0"
Signs 136 Type "AA"
8'-0" x 3'-8" Overlay
Type "AA"
0.40 Sheet Aluminum
Alloy 6061-T6
H
24"x24"
24"x6"
Sign 129 Type "V"
Mall 205 NEXT RIGHT
Gateway Dist. SECOND RIGHT
Sign 148 Type "AA"

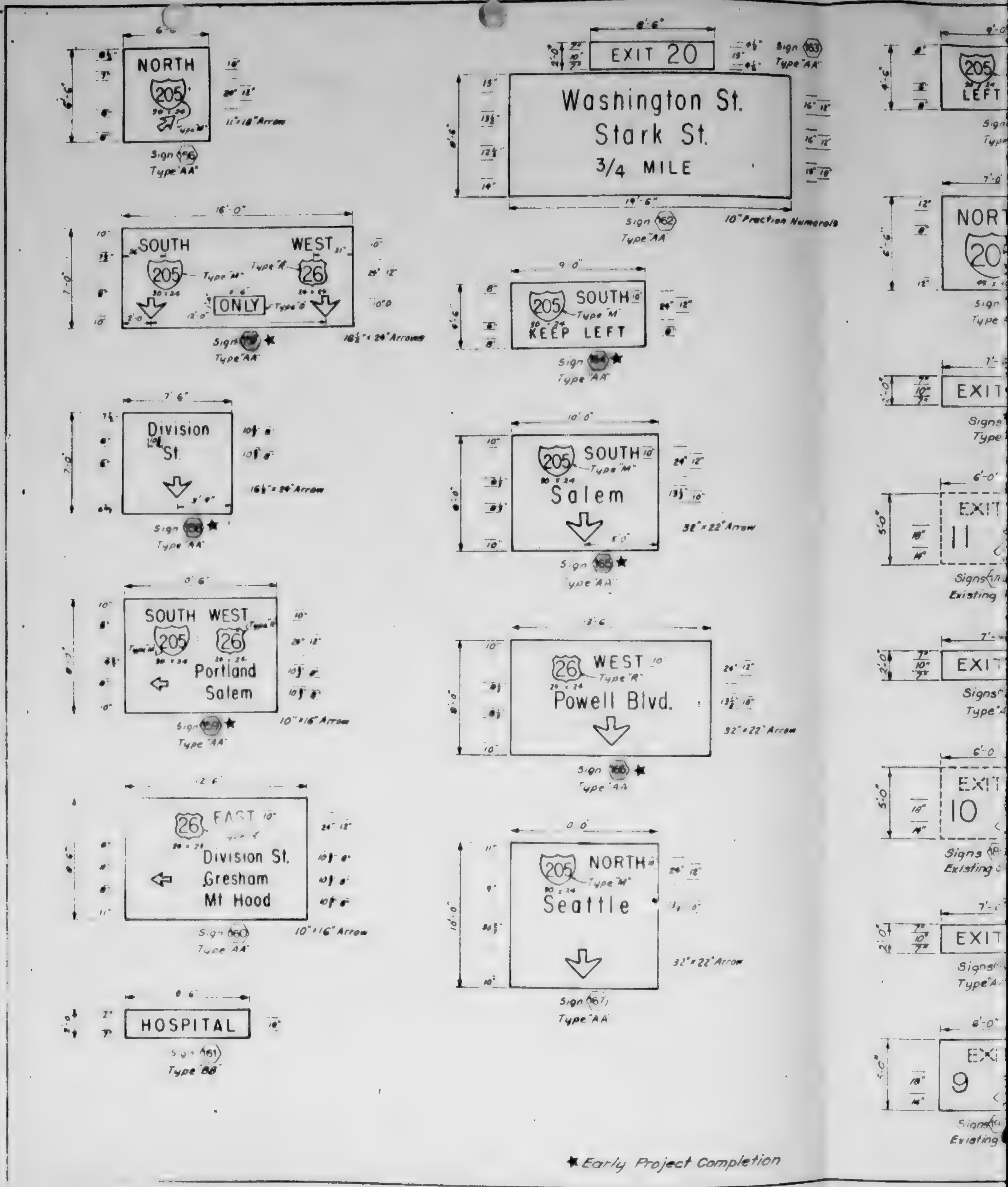
COLUMBIA RIVER BR~S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D12
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

SIGN DETAILS





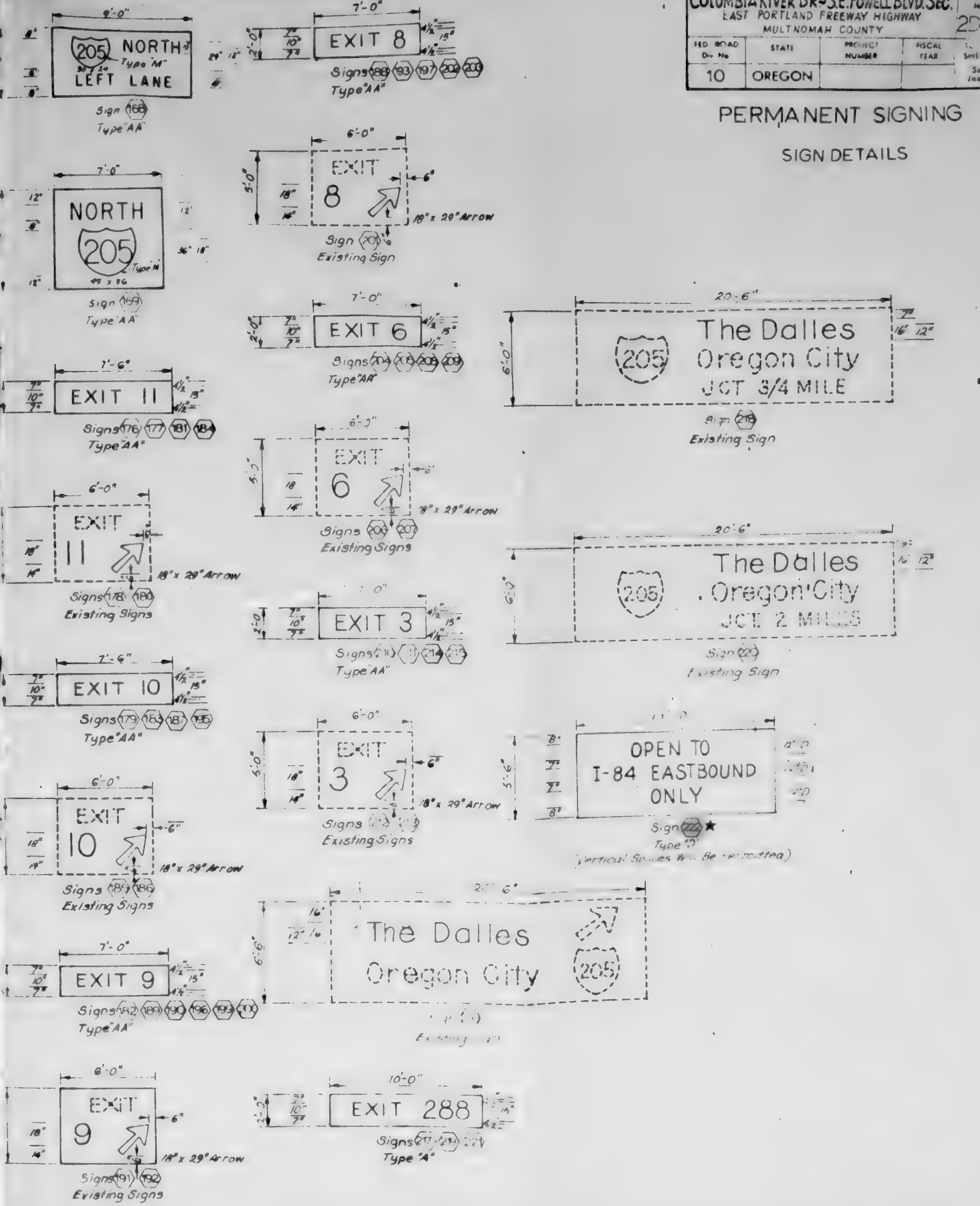


★ Early Project Completion

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Inset

PERMANENT SIGNING

SIGN DETAILS



POST DATA

STATION	SIGN NO. 4/	TYPE OF SUPPORT 1/	POST		FOOTING			REMARKS
			SIZE & TYPE	LENGTH 2/	TYPE	LOCATION 3/	MIN. DEPTH	
★ "L" 124+30 Lt.	1	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 36259.
★ "L" 120+20 Rt.	2	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 36260.
★ "L" 120+20 Rt.	3							Mount above Sign 2 as detailed on Drwg. S-4.
★ "L" 35+33	4&5	JUP						Mount on Luminaire Pole as detailed on Br. Drwg. No.
★ "L" 88+00 Rt.	6&7	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35504.
★ "L" 88+00 Lt.	8	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35764.
★ "L" 88+00 Lt.	9							Mount above Sign 9 as detailed on Drwg. S-4.
"L" 93+50 Rt.	10	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35505.
★ "L" 115+62 Lt.	11	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35765.
★ "L" 121+16.69 Rt.	12&13	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35506.
★ Gore	14C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
★ "S" 132+50 Rt.	15C	S.P.B.	TS 6x3x3/16	13'-6"	5/	20'-0"	5/	
"AW" 82+64 Lt.	16C	JUP						Mount on Signal Pole as detailed on TES Drwg. No. 2992.
★ "AW" 82+28 Rt.	17C	JUP						Mouht on Signal Pole as detailed on TES Drwg. No. 2992.
★ "AW" 60+50 Rt.	19&20	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35508.
★ "AW" 73+25 Rt.	21	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35525.
★ Airport Way Struc. Ebd.	22	SM						Mount on Structure as detailed on Br. Drwg. No. 34846.
Airport Way Struc. Wbd.	23	SM						Mount on Structure as detailed on Br. Drwg. No. 34846.
★ Storm Sewer Flume Ebd.	24	SM						Mount on Structure as detailed on Br. Drwg. No. 35549.
★ Storm Sewer Flume Wdb	25	SM						Mount on Structure as detailed on Br. Drwg. No. 35549
"AW" 104+50 Lt.	26C	S.P.S.B.	TS 6x6x3/16	10'-9"	7/	30'-0"	7/	
Gore	27C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
"L" 145+90 Lt.	28&29	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35507.
Gore	30C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
★ "L" 155+00 Lt.	31,32 & 34	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35508.
"L" 155+00 Lt.	33&35							Mount above Signs 32 and 34 as detailed on Drwg. S-4.
★ "L" 162+25 Rt.	36	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35509.
★ "L" 162+25 Rt.	37							Mount above Sign 36 as detailed on Drwg. S-4.
"L" 168+25 Lt.	38	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35510.
"L" 168+25 Lt.	39							Mount above Sign 38 as detailed on Drwg. S-4.
★ "L" 175+50 Rt.	40,42 & 44	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. 35511.
★ "L" 175+50 Rt.	41&43							Mount above Signs 40 and 42 as detailed on Drwg. S-4.
★ Gore	45C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
UPRR Xing Struc. Ebd.	46	SM						Mount on Structure as detailed on Br. Drwg. No. 35550.
UPRR Xing Struc. Wbd.	47							Mount above Sign 46 as detailed on Drwg. S-4.
★ Col. Blvd. Struc. Ebd.	48	SM						Mount on Structure as detailed on Br. Drwg. No. 35551
★ Blvd. Struc.	49							Mount above Sign 48 as detailed on Drwg. S-4.
Gore	50C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
Gore	51C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
"TC" 24+00 Rt.	52C	S.P.S.B.	TS 6x6x3/16	10'-6"	7/	20'-0"	7/	
"Col" 36+25 Rt.	53C	S.P.S.B.	TS 6x6x3/16	7'-3"	7/	20'-0"	7/	Mount Sign 8'-0" above edge of pavement.
"Col" 36+45 Lt.	54C	JUP						Mount on Signal Pole as detailed on TES Drwg. No. 2992.
"Col" 41+00 Lt.	55C	S.P.S.B.	TS 6x6x3/16	13'-6"	7/	20'-0"	7/	
★ "Col" 46+00 Rt.	56C	S.P.S.B.	TS 5x5x3/16	7'-6"	7/	20'-0"	7/	
★ "Col" 49+00 Lt.	57CL	B.S.P.	W8 17	17'-6"	6/	20'-0"	6/	
	57R	B.S.P.	W8 17	17'-9"	6/	29'-8"	6/	
★ "Col" 49+65 Rt.	58CL	B.S.P.	W6 12	14'-6"	6/	20'-0"	6/	
	58R	B.S.P.	W6 12	14'-3"	6/	29'-8"	6/	
★ "CV" 64+25 Lt.	59C	O.S.S.S.	TS 6x6x1/4	12'-0"	8/	8'-9"	8/	Mount Sign 9'-9" above edge of pavement.
★ "SA" 6+00 Lt.	60C	S.P.S.B.	TS 5x5x3/16	8'-0"	7/	6'-3"	7/	
★ "Col" Blvd. Struc. Wbd.	68	SM						Mount on Structure as detailed on Br. Drwg. No. 35552.

STATION
★ Col. Blvd Struc.
"L" 191+
"L" 191+
Gore
★ N.E. Pres Struc.
★ N.E. Pre Struc.
N.E. Pre Struc.
N.E. Pre Struc.
"L" 212+
"L" 212+
"L" 226+
"L" 226+
★ "L" 230+
★ "L" 230+
★ "SE" 233+
"L" 248+
Gore
"L" 260+
"L" 260+
★ "BL" 207+
★ "BL" 207+
★ "BC" 217+
★ "BC" 217+
★ "BC" 222+
★ "BC" 227+
★ "NE" 240+
★ "NE" 240+
★ "WN" 250+
"WS" 236+
"LC³ Rev 337+50
"LC³ Rev 337+50
Gore
"LC³ Rev 331+00
"LN" 265+
"LN" 266+
N.E. Hal Struc.
"L" 292+
Gore
Banfield Ebd.
Gore
N.E. Glis Struc.
N.E. Glis Struc.
N.E. Glis Struc.
F. Burns Struc.
S.E. Star Struc.
S.E. Star Struc.
"L" 352+
S.E. West Struc.
"L" 352+

★ *Early Project Completio*

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-14
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

SIGNING DETAILS

POST DATA

STATION	SIGN NO. 4/	TYPE OF SUPPORT 1/	POST		FOOTING			REMARKS
			SIZE & TYPE	LENGTH 2/	TYPE	LOCATION 3/	MIN. DEPTH	
★ Col. Blvd. Struc. Nbd	69							Mount above Sign 68 as detailed on Drwg. S-4.
"L" 191+50 Lt.	70	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 3551[illegible].
"L" 191+50 Lt.	71							Mount above Sign 70 as detailed on Drwg. S-4.
Gore	72C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
★ N.E. Prescott Struc. Sbd	73	SM						Mount on Structure as detailed on Br. Drwg. No. 35[illegible]3.
★ N.E. Prescott Struc. Sbd	74							Mount above Sign 73 as detailed on Drwg. S-4.
N.E. Prescott Struc. Nbd	75							Mount on Structure as detailed on Br. Drwg. No. 355[illegible].
N.E. Prescott Struc. Nbd	76							Mount above Sign 75 as detailed on Drwg. S-4.
"L" 212+85 Lt.	77	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35513.
"L" 212+85 Lt.	78							Mount above Sign 77 as detailed on Drwg. S-4.
"L" 226+00 Lt.	79	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35514.
"L" 226+00 Lt.	80							Mount above Sign 79 as detailed on Drwg. S-4.
★ "L" 230+00 Rt.	81&82	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35511.
★ "L" 230+00 Rt.	83							Mount above Sign 82 as detailed on Drwg. S-4.
★ "SE" 233+25 Rt.	84	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35[illegible]. Mount control sign on column.
"L" 248+00 Lt.	85&86	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35[illegible].
Gore	87C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
"L" 260+25 Lt.	88&89	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. [illegible]. Mount control sign on column.
"L" 260+25 Lt.	90							Mount above Sign 89 as detailed on Drwg. S-4
★ "BL" 207+00 Rt.	91	E.C.						Mount on existing Cantilever Sign Structure as detailed on Br. Drwg. No. [illegible]718.
★ "BL" 207+00 Rt.	92							Mount above Sign 91 as detailed on Drwg. S-4.
★ "BC" 217+00 Rt.	93&94	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35[illegible].
★ "BC" 217+00 Rt.	95							Mount above Sign 94 as detailed on Drwg. S-4.
★ "BC" 222+50 Lt.	96	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 355[illegible].
★ "BC" 227+75 Rt.	97&98	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35[illegible].
★ "NE" 240+00 Lt.	99	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 355[illegible].
★ "NE" 240+00 Lt.	100							Mount above Sign 99 as detailed on Drwg. S-4.
★ "WN" 250+50 Lt.	101C	S.P.B.	TS 5x3x3/16	9'-6"	7/	8'-0"	7/	Mount sign 8'-0" above edge of pavement.
"WS" 236+50 Lt.	102C	S.P.B.	TS 6x4x3/16	14'-0"	7/	20'-6"	7/	
"LC^3 Rev." 337+50 Rt.	103A	B.S.P.	W6 8	14'-6"	6/	20'06"	6/	Mount sign 9'-3" above edge of pavement.
	103B	P.S.P.	W6 8	15'-0"	6/	28'-4"	6/	
"LC^3 Rev." 337+50 Rt.	104							Mount below Sign 103 on Secondary Sign Frame.
Gore	105C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
"LC^3 Rev." 331+00 Rt.	106, 107 & 108	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. [illegible].
"LN" 266+50 Lt.	109	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. [illegible].
"LN" 266+50 Lt.	110							Mount above Sign 109 as detailed on Drwg. S-4.
N.E. Halsey St. Struc. Nbd.	111	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
"L" 292+15 Rt.		C						Install Cantilever Sign Structure as detailed on Br. Drwg. No. 3[illegible].
Gore	112C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
Banfield Struc. Fbd.	113	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
Gore	114C	S.P.B.	TS 5x3x3/16	13'-6"	5/	See S-1	5/	
N.E. Glisan St. Struc. Sbd.	115	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
N.E. Glisan St. Struc. Nbd	116	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
N.E. Glisan St. Struc. Nbd.	117							Mount above Sign 116 as detailed on Drwg. S-4.
E. Burnside St. Struc. Nbd.	119	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
S.E. Stark St. Struc. Sbd.	120 &122	S.M.						Mount on Structure as detailed on Br. Drwg. No. [illegible].
S.E. Stark St. Struc. Sbd.	121							Mount above Sign 120 as detailed on Drwg. S-4.
"L" 352+10 Rt.	123C	S.P.B.	TS 2x3x3/16	5'-0"	5/	19'-0"	5/	
S.E. Wash. St. Struc. Sbd.	124	SM						Mount on Structure as detailed on Br. Drwg. No. 35559.
"L" 352+95 Lt.	125C	S.P.B.	TS 2x3x3/16	5'-0"	5/	25'-0"	5/	

Project Completion

POST DATA

STATION	SIGN NO. 4/	TYPE OF SUPPORT 1/	POST		FOOTING			REMARKS
			SIZE & TYPE	LENGTH 2/	TYPE	LOCATION 3/	MIN. DEPTH	
"St" 14+05 Rt.	126L 126R	B.S.P. B.S.P.	W6 8 W6 8	15'-0" 15'-0"	6/ 6/	12'-0" 17'-6"	6/ 6/	
"SWO" 349+50 Rt.	127	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35546.
"JT" 8+51 Lt.		C						Install Cantilever Sign Structure as detailed on Br. No. 35545.
"OSW" 350+42	128	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. 35536 and 35537.
"WAA" 352+02	129, 130 & 131	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. 35541 and 35542.
"WAS" 352+91	132, 133 134&135	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. 35547 and 35548.
"WA" 2+92 Lt.	136L 136R	B.S.P. B.S.P.	W6 8 W6 8	18'-6" 14'-6"	6/ 6/	7'-0" 12'-6"	6/ 6/	
"WNA" 357+00 Rt. Gore	137C 138C	S.P.B. S.P.B.	TS 4x3x3/16 TS 5x3x3/16	12'-0" 13'-6"	5/ 5/	22'-0" See S-1	5/ 5/	
"L" 363+00 Lt.	139	S.B.						Mount on Sign Bridge as detailed on Br. Drwg. No. 35522.
"L" 363+00 Lt.	140							Mount above Sign 139 as detailed on Drwg. S-4.
"SPB" Line Struc. Sbd.	141	SM						Mount on Structure as detailed on Br. Drwg. No. 35560.
"SPB" Line Struc. Sbd.	142							Mount above Sign 141 as detailed on Drwg. S-4.
"L" 373+25 Rt.	143	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35523.
S.E. Market St. Struc. Sbd.	144	SM						Mount on Structure as detailed on Br. Drwg. No. 35561.
S.E. Market St. Struc. Sbd.	145							Mount above Sign 144 as detailed on Drwg. S-4.
S.E. Market St. Struc. Nbd.	146	SM						Mount on Structure as detailed on Br. Drwg. No. 35561.
S.E. Market St. Struc. Nbd.	147							Mount above Sign 146 as detailed on Drwg. S-4.
"L" 384+00 Lt.	148L 148R	B.S.P. B.S.P.	W6 12 W6 8	12'-3" 11'-6"	6/ 7/	30'-0" 39'-0"	6/ 7/	
"SD" 385+25 Rt.	149	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35543. Mount control sign on column.
"SD" 391+80 Rt.	150&151	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 36026.
"L" 393+50	152	B						Mount on Butterfly Sign Structure as detailed on Br. Drwg. No. 35766.
★ "Div" 33+10 Lt.	153C	O.S.S.S.	TS 6x6x3/16	13'-6"	8/	10'-0"	8/	Mount sign 9'-6" above edge of pavement.
"Div" 23+30 Lt.	155	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35530. Mount control sign on column.
"Div" 21+35 Lt.	156C	S.P.B.	TS 6x4x3/16	13'0"	5/	13'-0"	5/	
★ Division St. Struc. Wbd	157 & 158	S.M.						Mount on Structure as detailed on Br. Drwg. No. 35602.
★ "Div" 17+07 Lt.	159	C						Mount on Cantileve Sign Structure as detailed on Br. Drwg. No. 35529.
"DP" 403+55 Rt.	160L 160R	B.S.P. B.S.P.	W6 15 W6 15	19'-3" 21'-9"	6/ 6/	20'-0" 27'-6"	6/ 6/	
"L" 405+00 Lt.	161	C						Mount on Cantilever Sign Structure as detailed on Br. Drwg. No. 35524.
"L" 405+00 Lt.	163							Mount above Sign 162 as detailed on Drwg. S-4.
★ "DP" 405+25 Rt.	164C	S.P.B.	TS 6x4x3/16	18'-6"	5/	20'-0"	5/	
★ "DP" 409+75	165 & 166	SB						Mount on Sign Bridge as detailed on Br. Drwg. No. 35762.
"PP" 422+00	167	E.S.B.						Mount on Existing Sign Bridge as detailed on Br. Drwg. No. 34088.
"PP" 426+00 Lt.	168C	S.P.B.	TS 4x3/16	6'-3"	5/	20-0"	5/	Mount Sign 7'-0" above edge of pavement.
S.E. Holgate Blvd. Struc. Nbd.	169	SM						Mount on structure as detailed on Br. Drwg. No. 34087.

1/ B.S.P.= Breakaway Sign Post; S.P.B.= Single Post Breakaway; S.P.S.B.= Single Post Slip Base Sign Support; O.S.S.S.= Offset Single Sign Support; J.U.P.= Joint Use Pole; SB= Sign Bridge; C= Cantilever Sign Support; SM= Structure Mount; EC= Existing Cantilever Sign Support; E.S.B.= Existing Sign Bridge

2/ Verify length in field

3/ Distance from edge of shoulder, curb or guardrail to centerline of footing

4/ L, C and R are location of posts as facing the sign face

5/ See Br. Drwg. No. 30981

6/ See Br. Drwg. No. 29850

7/ See Br. Drwg. No. 31108

8/ See Br. Drwg. No. 29443

★ Early Project Completion

170 Remove
171 Remove
172 Remove
173 Remove
174 Remove
175 Remove
176 Instal
177 Instal
178 Modify
179 Instal
180 Modify
181 Instal
182 Instal
183 Instal
184 Instal
185 Modify
186 Modify
187 Instal
188 Instal
189 Instal
190 Instal
191 Modify
192 Modify
193 Instal
194 Remove
195 Instal
196 Instal
197 Instal
198 Remove
199 Install
200 Instal
201 Modify
202 Instal
203 Instal
204 Instal
205 Instal
206 Modify
207 Modify
208 Instal
209 Install
210 Install
211 Install
212 Modify
213 Modify
214 Install
215 Install
216 Remove
217 Install
218 Remove
219 Install
220 Remove
221 Install

COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 2D-15
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING

SIGNING DETAILS

ITEM EXPLANATION

(170) Remove existing sheet aluminum overlay
(171) Remove existing sheet aluminum overlay and its legend
(172) Remove existing sheet aluminum overlay and its legend
(173) Remove existing sheet aluminum overlay and its legend
(174) Remove existing sheet aluminum overlay and its legend
(175) Remove existing sheet aluminum overlay and its legend
(176) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(177) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(178) Modify existing guide sign
(179) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(180) Modify existing guide sign
(181) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(182) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(183) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(184) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(185) Modify existing guide sign
(186) Modify existing guide sign
(187) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(188) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(189) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(190) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(191) Modify existing guide sign
(192) Modify existing guide sign
(193) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(194) Remove existing sheet aluminum overlays
(195) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(196) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(197) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(198) Remove existing sheet aluminum overlays.
(199) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(200) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(201) Modify existing guide sign
(202) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(203) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(204) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(205) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(206) Modify existing guide sign
(207) Modify existing guide sign
(208) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(209) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(210) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(211) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(212) Modify existing guide sign
(213) Modify existing guide sign
(214) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(215) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(216) Remove Type "D" overlay from existing guide sign, install new legend
(217) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(218) Remove Type "D" overlay from existing guide sign, install new legend
(219) Install new guide sign above existing guide sign as detailed on Drwg. S-4
(220) Remove Type "D" overlay from existing guide sign, install new legend
(221) Install new guide sign above existing guide sign as detailed on Drwg. S-4

7113

I-205

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: MEMO TO FILE

DATE: March 8, 1982

FROM: Elmer L. Scofield
Sign Design Specialist

SUBJECT: Signing
Columbia River Bridge-SE Powell Boulevard Section
East Portland Freeway Highway
Multnomah County

1 ✓
Anderson
2 Adams
3 [illegible] Jutz
Sullivan
Turpin

Art
Paul
John
OD

RECEIVED
MAR 9 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

On March 3, D. N. Stoudenmeyer, Design Supervisor, and I went to Vancouver, Washington, to discuss signing in the State of Washington to facilitate the early opening of Interstate 205 to the North Banfield Interchange. Also in attendance were Loren D. Wagnild and Gary Olson, Washington Department of Transportation, T. H. Schwab, Transportation Analysis Engineer, Metropolitan Branch, and R. W. Failmezger, Region 1 Traffic Operations Supervisor.

A review of the Washington Department of Transportation plans indicates the signing for Interstate 205 at the Interstate 5 junction will be I-205, I-84, Washington Route 14 shields and Salem. Vancouver and Portland are signed over Interstate 5.

We requested consideration of the use of The Dalles in the legend for signing at the junction of Interstate 5 and Interstate 205. Washington will review our request for this addition to the signing.

Because of the early opening, it was agreed that "OPEN ONLY TO N.E. PORTLAND" riders would be shown in place of "SALEM". The riders will have black legend on a white background which corresponds to State of Washington standards.

In our discussions, we were advised that Washington is strongly considering turning off illumination for all overhead signing as an energy conservation and budget measure. It is my understanding the lights have already been turned off in several selected locations.

Preliminary sign plans for Interstate 205 in Washington are on file in Room 512.

ELS:ds

cc: D. N. Stoudenmeyer
T. H. Schwab
R. W. Failmezger
Loren D. Wagnild

REFERRED TO
2 Beard WKl 1 Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

9413

2-205

DES 16

ROAD DESIGN SECTION

February 24, 1982

Ed Hardt
Region I Engineer

Donald R. Adams
Final Design Engineer

Columbia River Bridge-Powell Boulevard
East Portland Freeway
Multnomah County

1 Versteeg ✓
Anderson
Adams
Sullivan
Terpin
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FEB 26 1982
ROAD DESIGN SECTION

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Return To
Bring Up ✓
Action

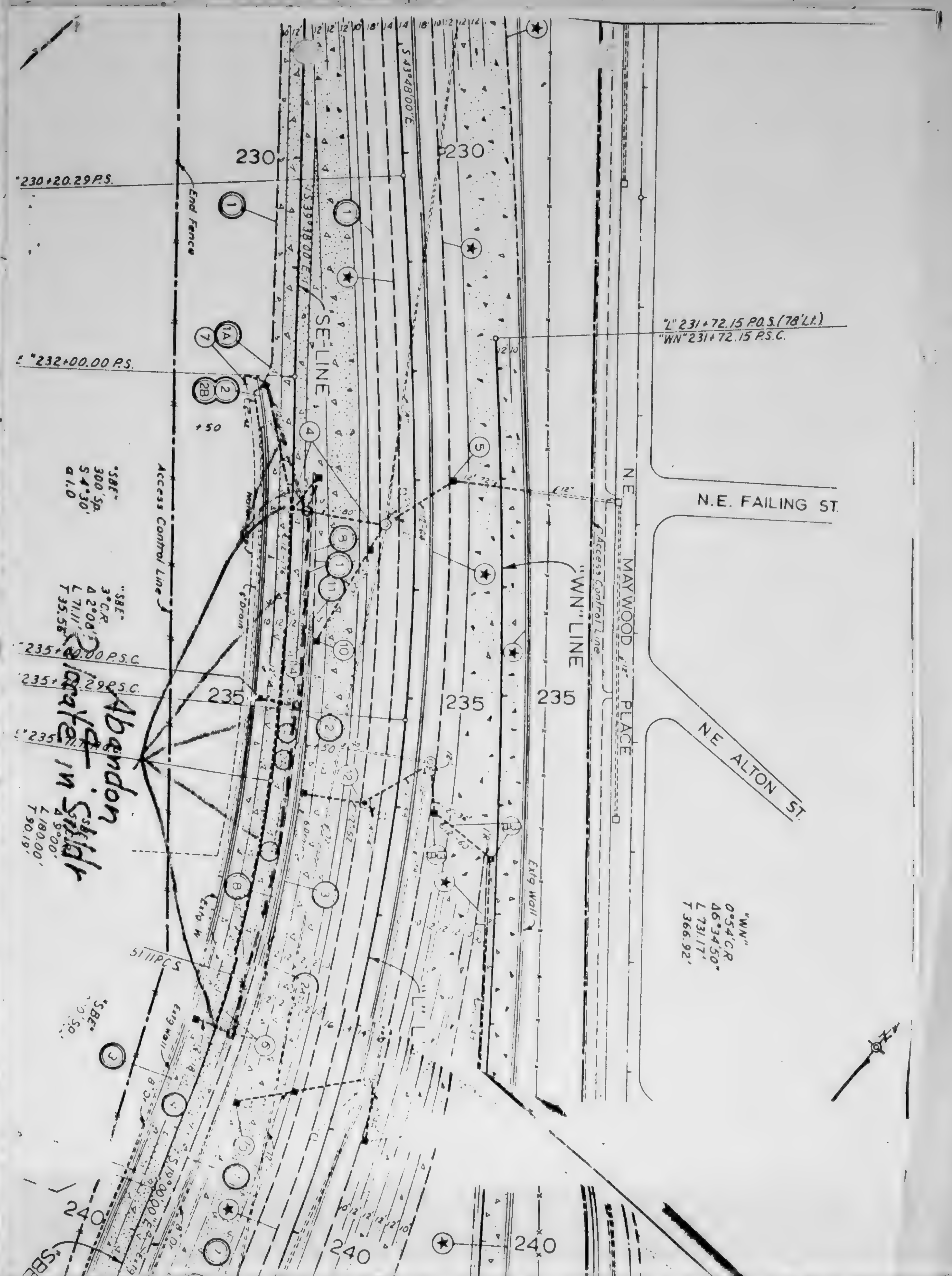
Attached is a sketch showing the existing drainage on the "SBE" line in the N. Banfield Interchange. The three manholes and runs of pipe shown to be abandoned are constructed on the ramp centerline. They should be reconstructed on the left shoulder of the ramp as shown in red and the existing manholes abandoned and paved over.

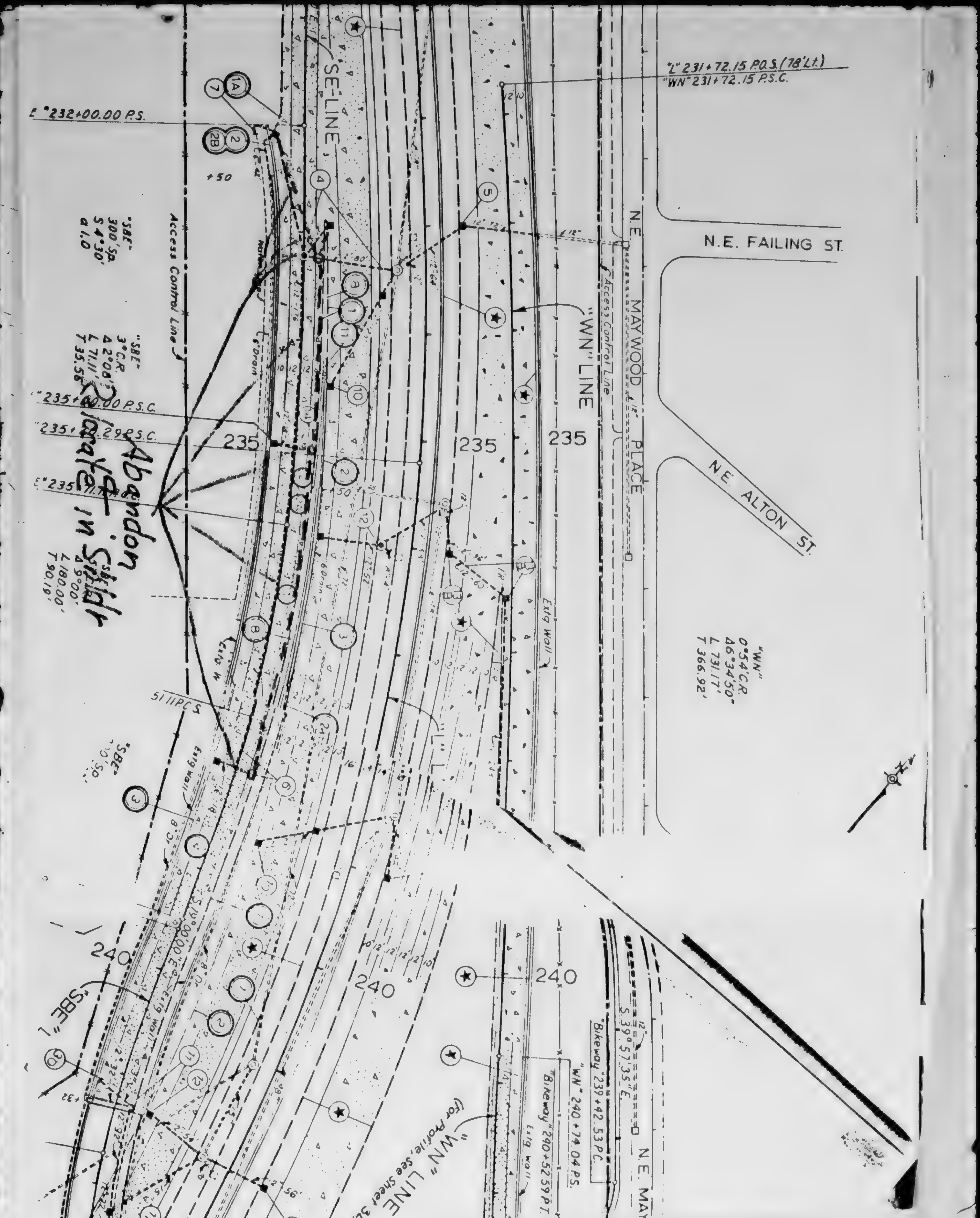
There is money in the contract for this revision as extra work and the Federal Highway Administration has approved the revision with FAI funds.

DNS:ja

Attachment

cc Jack Sullivan


230
230
"230+20.29 P.S.
End Fence
S 43°48'00"E
S 39°38'00"E
"SE" LINE
"L" 231+72.15 P.O.S. (78' Lt.)
"WN" 231+72.15 P.S.C.
"232+00.00 P.S.
+50
"SBE"
300' Sp.
S 4°30'
a 1.0
Access Control Line
N.E. FAILING ST.
N.E. MAYWOOD PLACE
"WN" LINE
Access Control Line
"SBE"
3° C.R.
Δ 2°00'
L 71.11'
T 35.56'
"235+00.00 P.S.C.
"235+ .29 P.S.C.
"235+71.11
235
235
235
Abandon & Relocate in Shldr
"SBE"
Δ 9°00'
L 180.00'
T 90.19'
NE ALTON ST.
Extg Wall
Extg W
"WN"
0°54' C.R.
Δ 6°34'50"
L 731.17'
T 366.92'
5111 PCS
"SBE"
Extg Wall
S 19°00'00"E
240
240
240
"SBE"


"L" 231+72.15 P.O.S. (78' Lt.)
"WN" 231+72.15 P.S.C.
E "232+00.00 P.S.
"SE" LINE
+50
"SBE"
300 Sp.
S 4°30'
a 1.0
Access Control Line
"SBE"
3° C.R.
Δ 2°00'
L 71.11'
T 35.56'
"235+00.00 P.S.C.
"235+ .29 P.S.C.
E "235+71.11 P.S.C.
235
Abandon & Relocate in Shldr
"SBE"
Δ 9°00'
L 180.00'
T 90.19'
N.E. MAYWOOD PLACE
N.E. FAILING ST.
N.E. ALTON ST.
"WN" LINE
Access Control Line
Ex'g Wall
"WN"
0°54' C.R.
Δ 6°34'50"
L 731.17'
T 366.92'
"L"
51 11 P.C.S.
"SBE"
240
"SBE"
"Bikeway" 239+42.53 P.C.
S 39°57'35" E
"WN" 240+79.04 P.S.
"Bikeway" 240+52.59 P.T.
Ex'g Wall
"WN" LINE (for Profile, see Sheet 38)
N.E. MAY

9413

HIGHWAY DIVISION - ODOT LOC 3

F I L E S February 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 4, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 4, 1982 on the following projects:

1. Columbia River Bridge - S.E. Powell Blvd.
   East Portland Freeway, Multnomah County
   Grading and Paving

   Approximately four miles of intermittent bikeway to be constructed on this contract. Some sections of bikeway on this project have been constructed under earlier contracts and the remainder will be constructed under later contracts.

2. Columbia River Bridge (North Channel)
   East Portland Freeway, Multnomah and Clark Counties
   Structure Paving

   Bicycle and pedestrian facilities have been constructed within the project limits under previous contracts.

3. N.E. Glisan Street - S.E. Glenwood Street (Portland City Street)
   (39th Avenue), Multnomah County
   Grading, Paving, Illumination and Signals

   Roadway width varies from forty-three feet to fifty-nine feet. Sidewalks six-to-twelve feet wide with curb ramps will be constructed, except where existing sidewalks are to remain in place, for bicycle and pedestrian use.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

0443

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: C. T. Keasey, P.E.
Asst. State Highway Engineer

DATE: January 25, 1982

FROM: D. E. Swan, P.E. D E Swan
Operation Programming Engineer

SUBJECT: Permanent Traffic Recorder on I-205

FHWA in their Memorandum of January 18 confirmed the eligibility for FAI funding of a permanent traffic recorder on Interstate 205 at the Glenn L. Jackson Bridge.

This work will be added to the construction project, "Columbia River Bridge-S.E. Powell Blvd. Section" as an anticipated item. When the State Force Order is submitted to FHWA for the installation of the recorder, it will have to be supported with a finding in the public interest. The work should be coordinated with the Traffic Section.

JLG:pf
Attachment
cc: R. N. Bothman
E. S. Hunter
L. E. George
E. L. Hardt
General Files

9443

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Permanent Traffic Recorder on I-205
(Your File TRA 12-2)

Date: January 18, 1982

Reply to Attn. of: HFO.6-OR
I-205-7(-)

NOTED
H. S. COULTER

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In response to your January 8, 1982 letter, we confirm the eligibility of this traffic recorder for FAI funding. As discussed with your traffic section, the information collected will have direct application to traffic surveillance and operational strategies.

A supported finding in the public interest will be necessary for approval of work with State forces.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR

JAN 19 '82

REFER TO
Hunter & Moehring

FOR

Info	Inves	R/D	D R	Sign	Act	File
					✓	

[illegible] 1-22-82

9443

Cost Estimate
Columbia River Br. - SE Powell Blvd

1-14-82

Exhibit A – (Drainage)

Item 1 –	$10,310	
2 –	10,868	
3 –	2,500±	
4 –	7,280±	
	$30,958	
Contr. O.H. & Profit	6,242	
		$37,200

Exhibit B – (Excavation & Grading)

	$62,266	
Possible Stockpile Costs	20,000	
	82,266	
Contr. Profit 10%±	8,234	
		$90,500

Exhibit C – (CTB)

Ed Hardt advised 1-14-82 that Mr. Morrow would guarantee that extra costs for CTB work (including any extra haul) would not exceed $150,000

Total $277,700

9443

DES 16 I-205

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: R. N. Bothman
Metro Administrator

DATE: January 11, 1982

FROM: D. R. Adams, PE
Final Design Engineer

SUBJECT: Temporary Signing
Columbia Riv. Br. - S.E. Powell Blvd. Sec.
East Portland Freeway
Multnomah County

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
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JAN 12 1982
ROAD DESIGN SECTION

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Action

The present plan for construction on this project calls for paving the mainline from the bridge to Station "L" 233+00 in the vicinity of the North Banfield Interchange. In addition, the "FCW", "CN", "SE" and "WN" Interchange connections will also be constructed during the 1982 season.

It will be necessary to install temporary signs to inform southbound traffic from Washington of the limited destinations available in Oregon until project completion in 1983. We propose use of black on yellow Type D signs with a legend "OPEN TO I-84 EASTBOUND ONLY" or the like in the State of Washington prior to the Evergreen Highway Interchange. This same message would be used on our sign bridge, Station L 175+50 R. To avoid messy permit/contract procedures, it would be best to have Washington Department of Transportation agree to make and install the signing in Washington.

The permanent signing on I-84 for westbound traffic will direct traffic to I-205 North and to Seattle. You may wish to consider further signing to indicate the lack of northbound egress from I-205 until the Evergreen Highway Interchange; however, unless there is a local problem, the permanent signing should be adequate.

Would you please coordinate the proposed signing with the State of Washington and the local officials and advise what your recommendation would be. This project is planned for early bid opening and we will proceed with the aforementioned proposed signing in the event the question is not resolved until after the bid advertisement.

DRA:rw

cc: W. G. Beard
E. L. Hardt
C. T. Keasey
J. H. Versteeg

Contains
Recycled
Materials

9443

2.

DATE: January 8, 1982

TRA 12-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Proposed Installation of Traffic Recorder
I-205 at Glenn L. Jackson Bridge

The Oregon State Highway Division proposes to install a permanent traffic recorder on Interstate 205 at the Glenn L. Jackson Bridge. Authorization to utilize Interstate Project Funds is requested for this installation.

Our investigation indicates that the most cost efficient method of accomplishing the installation is by use of state forces. The total cost estimate including equipment, parts, supplies and labor is $7,700.

Traffic information from this recorder will be used for many operational and planning purposes, such as to monitor traffic operations on Interstate 205, supply average daily and seasonal variation information needed to develop the tourist survey cost responsibility and freight movement studies. Traffic data will also be supplied to the State of Washington for similar uses.

Interstate 5 has an existing permanent traffic recorder at the Columbia River Bridge. This recorder has monitored stateline traffic since 1953, a period of 28 years. The proposed Interstate 205 recorder, in conjunction with the Interstate 5 recorder, provides traffic monitoring continuity for this important Oregon-Washington transportation corridor.

I request your confirmation that this installation is eligible for Interstate Funds, as was discussed by your office with John Hanks of our Traffic Section.

JH:ds md DES:pf

bcc: R. N. Bothman
L. E. George
E. L. Hardt
D. H. Moehring

91413

I-205

STATE OF OREGON
HIGHWAY DIVISION - ROAD DESIGN SECTION

INTEROFFICE MEMO

DATE: January 6, 1982

TO: Tom Schwab
Transportation Analysis Manager

FROM: Jack Sullivan Jack
Specification Engineer

SUBJECT: Columbia River Bridge-Powell Blvd.

1 Versteeg
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
Wakerlig

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JAN 7 1982
ROAD DESIGN SECTION

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Bring Up /
Action

Specifications for the subject project may include incentive payments for early completion of portions of I-205. Road user benefits should be the basis for such payments and for liquidated damages in case of failure to complete in time.

Please develop the daily road user benefits for diverted traffic under the following conditions:

A. I-205 open to two-way traffic from Columbia River Bridge to/from Banfield east; southbound off-ramp and northbound on-ramp open at Columbia Blvd.

B. Complete remaining ramps at Columbia Blvd./Sandy Interchange. (additional benefits)

C. Complete southbound off-ramp and northbound on-ramp at Airport Interchange. (additional benefits)

D. Complete remaining ramps at Airport Interchange. (additional benefits)

This data will be needed by January 15, 1982. Thanks for your assistance in this matter.

JS:ge

cc J. H. Versteeg

9443

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: November 13, 1981

DNStoudenmeyer

FROM: Donald N. Stoudenmeyer
Design Supervisor

SUBJECT: Interchange Ramps
Columbia River Bridge-Powell Boulevard
East Portland Freeway
Multnomah County

Mr. Bothman's letter of November 12, 1981 recommends that the following ramps be constructed with the subject paving job scheduled for January 28, 1982:

> All ramps that will provide a complete interchange at Division-Powell. This includes the ramp to and from the north at Division.)
>
> The south half of the Stark-Washington Interchange.

Road Design concurs in this matter and the plans will be prepared accordingly.

DNS:ja

cc E. S. Hunter (enc.)
J. H. Versteeg
R. N. Bothman
Ed Hardt
A. D. Olson "
Jack Sullivan "
Norm Henry "

RECEIVED
TECHNICAL SERVICES

NOV 16 '81

REFER TO

FOR

Info	Invest	[illegible]	[illegible]	Sign	Act	File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 12, 1981

File No: 626-1909(340)

TO: A. D. OLSON
Preliminary Design Engineer

FROM: R. N. BOTHMAN RNBothman
Administrator

SUBJECT: INTERCHANGE RAMPS
COLUMBIA RIVER-POWELL SECTION
I-205
MULTNOMAH COUNTY

1 Versteeg
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
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NOV 12 1981
ROAD DESIGN SECTION

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Do Not File ☐
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Action

We've completed a review of the shift in traffic volumes anticipated with the various combinations of opening the Division Street interchange, Stark/Washington interchange, and Glisan Street interchange without the south Banfield interchange. We have considered recommendations from the city and county which I've discussed with Ed Hardt and Don Adams.

The recommendation is to proceed as follows:

1. Complete and open to traffic the north half of the Division Street interchange. This will complete all of the Division Street interchange including the southbound off-ramp which connects to Powell Boulevard. It will complete all the frontage road system for the Powell/Division interchange.
2. Complete and open the south half of the Stark/Washington interchange. This will include both the on and off-ramps and the necessary connections between Stark and Washington.
3. Do not complete and open the north half of the Stark/Washington interchange or the Glisan Street interchange. I am currently making an effort to accelerate completion of the south Banfield interchange to 1985, at which time we would open the north half of the Stark/Washington interchange and the Glisan Street interchange.

I will work further with the city and county to develop some strategies to handle increased traffic on Stark Street, which becomes a problem, as well as some of the related problems on arterials north and east of the new end of the freeway at Stark/Washington.

Please advise if these recommendations are approved.

Hal C
Approved, plans are being prepared accordingly. 11-13-81 [illegible]

RNB:PE

xc: Ed Hardt

9443

I-205 N.

ROAD DESIGN SECTION

E. L. Hardt
Region I Engineer

June 17, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

Southbound I-205 Connection
to Division Street

At a meeting in Carroll Keasey's office May 21, 1981, you requested cost estimates for signing and illumination for this connection.

The estimate for permanent signing is $57,000 and construction time of 3.5 months. Illumination would be $136,000 and construction time of 6 months. T.P.&D.T. would be approximately $4,000.

A summary estimate is enclosed for the illumination.

LKW:ja

Enc.

cc Carroll Keasey
N. Henry

NOTED
D. O. Christensen

Columbia Riv. Br. – SE Powell Blvd. Sec. 16 Jun 81

ME2

Quantities for Roadway Lighting of Ramps "DS" & "DP"

Metal Light Poles (O.S.H.D. Standard Dwg. 31118)			
45' Poles w/6' arms		4	Ea.
45' Poles w/8' arms		10	Ea.
45' Poles w/double 8' arms		1	Ea.
45' Poles w/15' arms		1	Ea.
Treated Timber Pole (45' MH, 52' length)		1	Ea.
Concrete Pole Foundations (15)	Concrete	21	C.Y.
	Reinforcing steel	1,711	Lb.
	Anchor Bolts	1,030	Lb.
	Anchor Plates	656	Lb.
Rigid Galvanized steel Conduit	1" ϕ	1,900	Lin. Ft.
Non-metalic Electrical Conduit	1" ϕ	2,900	Lin. Ft.
" " " "	1¼" ϕ	140	Lin Ft.
" " " "	2" ϕ	300	Lin. Ft.
Copper Wiring	#6 THW	12,900	Lin. Ft.
	#8 THW	1,300	Lin. Ft.
	#10 THW	4,200	Lin. Ft.
	#10 Bare	5,500	Lin. Ft.

Columbia Riv. Br. – S.E. Powell Blvd. Sec.

16 Jun 81
MEZ
②

Quantities for Roadway Lighting of Ramps "DS" & "DP"

Luminaires (1000 watt M-1000) w/ballasts for 400 watt HPS lamp	18 Ea.
Lamps, 400 Watt High Pressure Sodium (50,000 Lumen)	18 Ea.
Upsweep bracket arm (8') for mounting on wood pole	1 Ea.
Circuit Breaker, 2-Pole, 30 Amp, 480 Volt	1 Ea.
Lighting Contactor, 2-Pole, 30 Amp, w/240 Volt coil	1 Ea.
Galvanized steel Electrical Cabinet 12" x 12" x 8"	1 Ea.

Columbia Riv. Br. - St[illegible]well Blvd. Sec.

16 Jun 81
MEZ

Cost Estimate for Roadway Lighting of Ramps "DS" & "DP"

17 Poles × #8,000 Ea. = #136,000

GENERAL FILES

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: August 10, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Mall 205 Signing
East Portland Freeway
Multnomah County

We have completed the cost estimate for signing to Mall 205 from the East Portland Freeway. At locations where other destinations show on the same sign, the estimation is only for the additional sign area and a proportion of the support cost that it took to add Mall 205. The estimate does not include any amount that may occurr from the present to the date of contract due to inflation.

The estimate based on average current bid prices is $3,700. I am attaching a copy of our estimate, our work sheets and a set of sign plans with Mall 205 signing marked in yellow. The Mall signing appears on sheets 6, 8, 9 and 10. You may wish to increase our estimate with an inflation factor.

As I recall, the present Manager for the Mall would like to make payment for the signing before he leaves the job in the near future.

Please draw up an agreement with Mall 205 and have it signed by the appropriate officials. Our past agreement was made in a letter with a box added for signatures. We also specified that any money would be refunded if the estimate was too high and the party would be billed if the estimate was too low. All money received should be forwarded to the Accounting Section.

I would appreciate a copy of all letters and agreements pertaining to this matter for our files.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RECEIVED
STATE HWY ENGR
[illegible] 1 '78
REFER TO
FOR

ELS:cs

Attachments

cc: H. S. Coulter
E. L. Hardt
V. E. Skoog

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: June 19, 1978

FROM: DONALD R. ADAMS D R Adams
Project Development Manager

SUBJECT: Mall 205 Signing
I-205 Freeway

PROJECT MANAGEMENT
[illegible] ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 22 1978
PM FA
LG OP

Holmes ✓

T.E. George says payment a one time matter and State picks up future maintenance. He wants to handle by letter primarily involving his office Metro & Mall 205. He'll so inform Adams when they meet 6-26-78.

Mr. Bill Wilson, manager for Mall 205, met with me in my office to review our proposed signing from I-205 to Mall 205.

I showed him the latest sign plans which show southbound; Gateway-Mall 205 second right sign at Station 280, another sign on the EG ramp at Station 318, signing at the intersection of EG ramp and Glisan, signing on the GSW line at 340, and signing at the intersections of the ramps and Stark and Washington.

For northbound traffic, the signs show a Mall 205 next right sign at Station 369 on the freeway, and a sign at the intersection of the ramp and Washington Street.

Mr. Wilson was pleased with the proposed signing on I-205. He did express some disappointment that better signing for Mall 205 was not available for eastbound traffic on the Banfield Freeway. He was not specifically asking for a sign on the Banfield Freeway, but rather was observing that leaving the Banfield Freeway, the initial signing to Mall 205 was not very good. He said his market area did not include many people who would use the Banfield eastbound. Therefore, he was not too concerned about the lack of signing for the eastbound direction.

I advised Mr. Wilson of our policy regarding signing to shopping centers. I specifically mentioned the requirement for shopping centers to pay for the signing that is placed on the freeway. Mr. Wilson had no problem with this and was ready to write out a purchase order for the sign area which was directly attributable to the message Mall 205. I advised Mr. Wilson that we would be in contact with him later asking him to sign an agreement to proceed with the proposed signing.

Mr. Wilson suggested that if possible an agreement be initiated right away so that he could sign the necessary papers authorizing installation of the signs and committing the corporation to payment of the signs. He said this would eliminate the need to re-educate another Mall 205 manager after the first of next year.

cc. Don Adams
T.E. George

I advised that there was some discussion about the advisability of installing the sign on the GSW line at Station 340 directing traffic to Stark Street, Washington Street and Mall 205 cautioning Mr. Wilson that some minor modifications to the signing might be forthcoming. By a copy of this letter, I am asking Gerry Wimer to advise the appropriateness of initiating an agreement with Mall 205 at this time.

DRA/ldo

cc: R. N. Bothman
J. H. Versteeg
L. E. George
K. D. Limbocker
G. Wimer

Mall 205 Signing

Add'l money for signs in existing Contract Columbia River Br. – S.E. Powell Blvd. Contract No. 9443	$2,500 –
Signs on Future Contract S. Banfield Int. – S.E. Washington St. Sec. Estimated Cost	4,250. –
Temporary Signs for S.P.D. Signing at Division St. Int. By State Forces	1,300 –
Total	$ 8,050.00

STATE OF OREGON

INTEROFFICE MEMO

TO: BUD GEORGE
Traffic Section

DATE: June 2, 1978

FROM: ROBERT N. BOTHMAN
Administrator
Bothman

SUBJECT: Freeway Signing for Mall 205

[illegible]

I have reviewed your letter of February 28, subject freeway signing for Mall 205 which establishes a policy for signing to regional shopping centers.

Attached for your information is the impact of that policy upon the Metropolitan Portland region.

I suggest you tighten up the policy to include as regional shopping centers only those which produce in excess of 10,000 vehicle trips per day.

Of particular concern is all the Fred Meyer shopping centers, which would generate 7,000 to 8,000 trips per day, and therefore qualify under your current signing policy.

Perhaps a better delineation would be to provide signing for those facilities with 500,000 or more gross floor area.

lh

attachment

cc: F. B. Klaboe

RECEIVED
DOT OPERATIONS
JUN 5 '78
REFER TO
FOR
Info Answer S/S S/R Sign Act File

NOTED
F. B. KLABOE

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: February 28, 1978

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
H. S. COULTER

SUBJECT: Freeway Signing for Mall 205

This office has recently received correspondence from Mr. William Wilson, Manager of Mall 205, requesting freeway signing for the Mall on Interstate 205.

Ed Hardt, Bob Bothman and I have discussed the matter of signing on interstate freeways for this type of facility. All of us agree that signing for this particular facility should be included in the contract. Since construction design changes were made for Mall traffic, it would only seem appropriate to include signing.

A policy concerning this type of signing is needed at this time. It is inevitable that additional requests for these types of signs will be received in the near future. There are two existing major shopping centers and one developing adjacent to interstate freeways in the Portland area, one in Salem, one in Eugene, one under construction in Medford and one in Ontario, none of which currently have signing installed on the freeway system.

If the shopping centers are regional in nature (as compared to convenience shopping centers) and produce a major volume of trip attractions (seven to ten thousand vehicles per day), then it it the recommendation of this office that destination signing be installed. In new construction, the signs should be made part of the initial contract. On completed interstate, the signing would be done on an as requested basis.

The above recommendation is based on providing safe traffic operation for a large volume of traffic that would utilize a given facility.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RECEIVED
STATE HWY ENGR
FEB 28 '78
REFER TO
FOR
Info Sign Act File

LEG:ds
Attachments

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt

31-125-1307

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: February 28, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Freeway Signing for Mall 205

RECEIVED
DOT OPERATIONS
MAR 3 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

This office has recently received correspondence from Mr. William Wilson, Manager of Mall 205, requesting freeway signing for the Mall on Interstate 205.

Ed Hardt, Bob Bothman and I have discussed the matter of signing on interstate freeways for this type of facility. All of us agree that signing for this particular facility should be included in the contract. Since construction design changes were made for Mall traffic, it would only seem appropriate to include signing.

A policy concerning this type of signing is needed at this time. It is inevitable that additional requests for these types of signs will be received in the near future. There are two existing major shopping centers and one developing adjacent to interstate freeways in the Portland area, one in Salem, one in Eugene, one under construction in Medford and one in Ontario, none of which currently have signing installed on the freeway system.

If the shopping centers are regional in nature (as compared to convenience shopping centers) and produce a major volume of trip attractions (seven to ten thousand vehicles per day), then it it the recommendation of this office that destination signing be installed. In new construction, the signs should be made part of the initial contract. On completed interstate, the signing would be done on an as requested basis.

The above recommendation is based on providing safe traffic operation for a large volume of traffic that would utilize a given facility.

3/17

L. E. George
L. E. George
Traffic Engineer Supervisor

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 3-3-78

APPROVED
ESH
STATE HIGHWAY ENGINEER
Date 3-3-78

RECEIVED
DOT OPERATIONS
FEB 2 '7
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAR 3 '78
REFER TO
FOR
Info | inves | R/D | D/R | Sign | Act | File

LEG:ds
Attachments

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt

APPROVED
F B Klaboe
CHIEF OF OPERATIONS
DATE: 3-15-78

81-125-1387

1982 Columbia R. Br.-(N. Channel) 9444
Sec. of the E. Ptld. Fwy. (Paving
& Expansion Joints)

STATE COPY

SC

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7/27/84	REPORT MADE BY Clifford T. Christianson, Area Engr.		PROJECT NO. I-205-7(84)314
COMPLETION DATE (Actual) 12-10-82	ACCEPTANCE DATE BY CONRTACT AGENCY 5-18-83	TIME ELAPSED 50 %	CONTRACT TIME SCD 7-31-83

LOCATION
East Portland Freeway
Columbia River Bridge (N. Channel)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA R. BRIDGE
NORTH CHANNEL
Paving & Expansion Joints

Final project cost was $3,814,676 representing a 2.3 percent overrun. This included a 68 percent underrun in preparation work and a 28 percent overrun in latex modified concrete. Final inspection was made on 12-10-83.

RECEIVED
STATE HWY ENGR
AUG 1 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/3

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson CTChristianson		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 7-27-84	TITLE Field Operations Engineer	DATE 7-30-84

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-109	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State STATE COPY OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MULTNOMAH
MODIFICATION NUMBER 2	8-19-83	Project Number I-205-7(84)314

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,327,960.00	$ 2,359,935.00
Federal funds	$ 2,146,844.00	$ 2,176,332.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1983

FEDERAL AID PROJECT NO. I-205-7(84)314

COLUMBIA RIVER BRIDGE (NORTH CHANNEL)
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 9555 (Sta. 134 + 10 thru Equa.)(Sta. 134 + 10 thru Equa. Sta. 120 + 21.53 BK = Sta. 22 + 59.34 Ahd. State Line to Sta. 83 + 10)

Subtotal of Previous Estimate of March 16, 1982			$3,242,281.00
PREVIOUS ESTIMATE			
Furnish Latex-Modified Conc.	7,450 Ton	200.00	1,490,000.00
REVISED ESTIMATE			
Furnish Latex-Modified Conc.	7,700 Ton	200.00	1,540,000.00
		Increase	$ 50,000.00
		Subtotal	3,292,281.00
		Engineering	398,000.00
			$3,690,281.00

Length of Structure (Wash.)	0.508 mi.	36.05%
Length of Structure (Ore.)	0.901 mi.	63.95%
TOTAL	1.409 mi.	100.00%

SUMMARY OF FUNDS

DESCRIPTION		TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Washington Share Pro Rata	36.05% 90.64%	$1,330,346.00	$1,205,825.00	$124,521.00
Oregon Share Pro Rata	63.95% 92.22%	2,359,935.00	2,176,332.00	183,603.00
		$3,690,281.00	$3,382,157.00	$308,124.00

OREGON	WASHINGTON	NONPARTICIPATING
Group 1 - 63%	Group 2 - 35%	Group 9 - 2%

Contract No. 9444
Prefix: 626-1968
Prefix: 626-1078

9444 3

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-13		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-7-83	Project Number I-205-0(84)314
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,295,208	$ 2,327,960.00
Federal funds	$ 2,116,640	$ 2,146,844.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of April, 1983.

Oregon State Highway Division
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

~~By~~ For H.S. Coulter

State Highway ENgineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 5, 1983

Federal-Aid Project
No. I-205-7(84)314

Columbia River Bridge (North Channel)
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 9555, (Sta. 134+10 thru Equa.) (Sta. 134+10 thru Equa. Sta. 120+21.53 BK=Sta. 22+59.34 AHD. State Line to Sta. 83+10)

Subtotal of previous estimate of March 16, 1982			$ 3,190,281.00
Previous Estimate			
Furnish Latex-Modified Conc.	7,190 Ton	200.00	$ 1,438,000.00
Revised Estimate			
Furnish Latex-Modified Conc.	7,450 Ton	200.00	$ 1,490,000.00
		Increase	$ 52,000.00
		Subtotal	3,242,281.00
		Engineering	398,000.00
			$ 3,640,281.00

Length of Structure (Wash)-------	0.508 mi., ---------	36.05%
Length of Strcture (Ore) --------	0.901 mi. ,---------	63.95%
TOTAL	1.409 mi.	100.00%

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Washington Share Pro-Rata	36.05% 90.64%	$ 1,312,321.00	$ 1,189,487.00	$ 122,834.00
Oregon Share Pro-Rata	63.95% 92.22%	2,327,960.00	2,146,844.00	186,116.00
		$ 3,640,281.00	$ 3,336,331.00	$ 303,950.00

Oregon	Washington	Non participating
Group 1: 63%	Group 2: 35%	Group 9: 2%

Contract No.: 9444
Prefix: 626-1968
Prefix: 626-1078

9441

2,

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-50	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-30-82	State Oregon County Multnomah Project No. I-205-7(84)314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Bridge (North Channel)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-10-82	1.409
OTHER *(Specify)*		

FUNDS Pro-Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,295,208.00	$ 2,116,640.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ______________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon March 16, 1982

Federal Aid Project
No. I-205-7(84)314

Columbia River Bridge (North Channel)
East Portland Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 9555 (Sta. 134+10 thru EQ
(Sta. 134+10 thru EQ Sta. 120+21.53 bk. = 22+59.34 ah.
State Line 35+531 to Sta. 83+10)

Mobilization		All Required	$ 317,000.00
Handling Traffic		All Required	1.00
Class 1 Preparation	117,750 Sq. Yd.	2.00	235,500.00
Class 2 Preparation	8,000 Sq. Yd.	3.00	24,000.00
Furnish Latex-Modified Concrete	7,190 Cu. Yd.	200.00	1,438,000.00
Construct Latex-Modified Concrete Surfacing	117,750 Sq. Yd.	3.50	412,125.00
Expansion Joint, Type 400	353 Lin. Ft.	105.00	37,065.00
Expansion Joint, Type 600	443 Lin. Ft.	430.00	190,490.00
Expansion Joint, Type 900	272 Lin. Ft.	575.00	156,400.00
Expansion Joint, Type 1200	136 Lin. Ft.	700.00	95,200.00
Expansion Joint, Type 1500	136 Lin. Ft.	850.00	115,600.00
Expansion Joint, Type 1800	136 Lin. Ft.	975.00	132,600.00
Reinforce Concrete Bridge End Panels	366 Sq. Yd.	50.00	18,300.00
Mono-Directional Crystal Type I Markers	1,150 Each	3.00	3,450.00
White Type II Markers	4,600 Each	2.00	9,200.00
			$3,184,931.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,200.00
On-the-job Trainees ($0.80 at 2,000)	All Required	1,600.00
Railroad Protective Costs	All Required	1,550.00
		$ 5,350.00
	SUBTOTAL	$3,190,281.00
	Engineering	398,785.00
	TOTAL	$3,589,066.00

Length of Structure Wash. ---- 0.508 mi., 36.05%
Length of Structure Ore. ---- 0.901 mi., 63.95%
1.409 mi. 100.00%

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 2,000.00

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Washington Share	36.05%			
Pro Rata	90.64%	$1,293,858.00	$1,172,752.00	$ 121,106.00
Oregon Share	63.95%			
Pro Rata	92.22%	2,295,208.00	2,116,640.00	178,568.00
TOTAL		$3,589,066.00	$3,289,392.00	$ 299,674.00

OREGON	WASHINGTON	Nonparticipating
Group 1 63%;	Group 2 35%;	Group 9 2%
Contract No. 9444		
Prefix: 626-1968		
Prefix: 626-1078		

Columbia River Bridge (N. Channel)
E. Portland Fwy.
Nonparticipating (Washington Obligation)

Washington Sales Tax	All Required	$ 121,200.00

Section Columbia R. Br. (N. Channel) Programming Estimate $ 7,[illegible]7,000

Highway E. Portland Fwy Project Length 1.5 miles

94

County Multnomah & Clark Completion Time July 31, 1983

Kind of Work Paving and Joints Est. Comp. Date

Prefix 626-1968C Letting Date 3-4-82 Project No. 1-205-7(84)314

ESTIMATED CONSTRUCTION AUTHORIZATION

I-205

Estimated Contract Amount . . . . $ 6,919,445-

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	1550
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	2200
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x 2000 hrs.)	1600
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Washington Sales Tax	121,200
Erect Permanent Signing	2,000
Adjust Utilities	

$ 128,550

Subtotal $ 7,047,995.00

Contingencies (4-1/2%) 317,159.78

Engineering (8, ~~9, 10~~%) 563,839.60

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 7,928,994.38

APPROVED

FINAL DESIGN ENGR.

Road Design Engineer

9444

8

June 3, 1983

American Casualty Company
Washington Street at Madison
Reading, PA 19601

CON 5
#9444

Gentlemen:

On May 20, 1983, we wrote to you concerning release of final payment on Contract No. 9444 awarded to Eisenhour Construction Co., Inc. for work on the Columbia River Bridge (North Channel) on the East Portland Freeway in Multnomah and Clark Counties.

Final payment on this contract is $49,411.69. The total contract amount is $3,095,557.74 including $114,149.73 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

cc: Eisenhour Construction Co., Inc.
P.O. Box 440135
Aurora, CO 80044

Wilkerson Agency, Inc.
615 N. Capitol Ave.
Lansing, MI 48901

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9447

CL 83-46

bc Secretary of State - Please advise of your filing number and date of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1983

IN REPLY REFER TO FILE NO.: CON 5
9444

Stoel, Rives, Boley, Fraser & Wyse
Attorneys at Law
900 SW Fifth Avenue
Portland, Oregon 97204

Attention: Randolph C. Foster

Gentlemen:

This will acknowledge the Notice of Claim letter dated March 18, 1983, on behalf of Acme Highway Products Corporation concerning the following Highway Division contract:

FILED BY:	Acme Highway Products Corporation
AMOUNT:	$104,579.56 plus service charges
FOR:	Material
AGAINST (Prime contractor)	Eisenhour Construction Co., Inc.
CONTRACT NO.:	9444
PROJECT:	Columbia River Bridge (North Channel) East Portland Freeway Multnomah County
SURETY:	American Casualty Company of Reading Pennsylvania
AGENT:	Wilkerson Agency, Inc.

5-13-83 BL

We note that you have advised the contractor and the surety of this claim. We also note that you have filed it directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc Eisenhour Construction Co.
P.O. Box 440135
Aurora, CO 80044

American Casualty Co.
Washington Street at Madison
Reading, PA 19601

Wilkerson Agency, Inc.
615 N. Capitol Ave.
Lansing, MI 48901

731-0188

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480

ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P. C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN K. CREASON
E. JOSEPH DEAN
THOMAS P. DEERING, P. C.
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN, P. C.
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER, P. C.
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG, P. C.
ROBERT F. HARRINGTON, P. C.
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST, P. C.
HENRY H. HEWITT, P. C.

CHARLES F. HINKLE
ROBERT H. HUNTINGTON, P. C.
PETER R. JARVIS
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY H. MACPHERSON
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER, P. C.
GREGORY R. MOWE
HARDY MYERS
THOMAS H. NELSON
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON, P. C.
ROBERT L. RIDGLEY, P. C.
GEORGE D. RIVES, P. C.
LOIS O. ROSENBAUM
RICHARD E. ROY, P. C.
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH, P. C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P. C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH D. COHEN
CRAIG A. CRISPIN
FRANK S. DELIA
SUSAN K. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT H. GOLDSTEIN
ARNOLD L. GRAY
STEPHEN L. GRIFFITH

KIRK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY F. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN G. WALISER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

March 18, 1983

Mr. Robert Gormsen
Manager of Commissioned Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

TO: DEPARTMENT OF TRANSPORTATION, OREGON
STATE HIGHWAY DIVISION

Notice hereby is given that the undersigned, Acme Highway Products Corporation, a New York corporation, has a claim for expansion joint systems sold and delivered to Eisenhour Construction Co., Inc. in the sum of $104,579,56, together with service charges of 1 1/2 percent per month applied to invoices unpaid after 30 days, against the bond taken from American Casualty Company of Reading, Pennsylvania for the work of Eisenhour Construction Co., Inc. under Contract No. 9444, Columbia River Bridge, North Channel Structure.

Randolph C Foster
Randolph C. Foster
Of Attorneys for Acme Highway
Products Corporation

cc: Norma Paulus, Secretary of State
Eisenhour Construction Co., Inc.
c/o The Prentice-Hall Corporation Systems, Inc.
John E. Eisenhour, Jr.
Richard J. Crosby, Registered Agent
American Casualty Company of
Reading, PA

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9444

FORM E-1 (REV 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge (North Channel)

WEEK ENDING: December 18, 1982

SECTION PREFIX: 626-1078

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clark

NAME OF JOB: Columbia River Bridge (North Channel)

KIND OF WORK: Paving & Expansion Joints

CONTRACTOR: Eisenhour Construction Co., Inc.

CONTRACT NUMBER: 9444

FEDERAL AID PROJECT NUMBER: I-205-7(84)314

DATE OF CONTRACT: March 19, 1982

DATE WORK STARTED: June 21, 1982

ESTIMATED COMPLETION DATE: a) 12/15/82 b) 7/31/83

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a) 12/15/82 b) 7/31/83

PERCENT OF TIME ELAPSED: a) 100 b) 100

PROJECT AUTHORIZATION: $3,727,666.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $3,462,587.65

ENGINEERING AUTHORIZATION: $265,078.48

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,744,000

ENGINEERING COST TO DATE: $110,000

DATE PROJECT WAS COMPLETED: December 10, 1982

ESTIMATED PERCENT OVERRUN: 4.9 %

PERCENT OF AUTHORIZATION: 41.5

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9555							
PERCENT	100							

December		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	showers			
MONDAY	13	cloudy, cool			
TUESDAY	14	rain, windy			
WEDNESDAY	15	rain, cool			
THURSDAY	16	rain, windy			
FRIDAY	17	rain, cool			
SATURDAY	18	forecast rain			

CE K
CAE
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RECEIVED
DEC 20 1982
CONSTRUCTION SECTION

OM
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Columbia River Bridge Paving & Expansion Joints Contract No. 9444

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection held on Friday, December 10, 1982 and second notification sent in. Office staff working on semi-final estimate.

Concluding weekly report.

SIGNED John Howard LOCATION Portland

John D. Howard, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 6-29-82	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer		PROJECT NO. I-205-7(84)314

IN COMPANY WITH
Messrs. Hart, Harwood, Howard, Harris, Backstrand, ODOT

LOCATION
This project is located in northeast Portland at the State boundary lines across the Columbia River on I-205 and partially in Clark County, Washington.

CONTRACTOR NAME AND ADDRESS
Eisenhauer Construction Company, Inc.
P.O. Box 440135 Aurora, Colorado 80044

AWARD DATE 3-19-82	CONTRACT AMOUNT $3,184,931	TIME ALLOWED 7-31-83	TIME STARTED N.A.	WORK STARTED 6-21-82
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 19%	WORK COMPLETED 1%	

REMARKS

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO
Kea-
FOR
Inf Inves R/D D.R Sign Act File

COLUMBIA RIVER BRIDGE
Paving and Expansion Joints

This project is for placement of the expansion joints and the latex modified concrete overlay of the Columbia River I-205 main channel structure. Work involves 7,190 c.f. of latex concrete; 117,740 sq.yds. of concrete surfacing; 1,489 l.f. of expansion joint installation.

Completed Work

Approximately 4,000 l.f. of 34' wide scarification (Class I preparation) has been completed (machine pass width 6½").

Work in Progress

A CMI scarifier and a vacuum truck are scarifying and removing the top 3/8" of the deck surface.

Comments

The grades for the deck have now been taken and the deepest deck section overlay, which is less than 100' in length, will be 6". The remaining overlay is expected to be 2"+ in thickness. The contractor has acquired

(continued)

an additional pan vibrator with short structured vertical bar extensions to vibrate the deeper sections. A spud vibrator should be on the job to ensure adequate consolidation. Also, the State was asked to consider some temperature reinforcement to prevent shrinkage cracks where the deep unreinforced section is cast.

Approximately two sets of carbide teeth have been used to date. Some deck reinforcement has been found at the surface and has been cut out to insure adequate scarification.

Next week the contractor will start his high pressure water jet cleaning and begin the surfacing.

9444

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 28, 1982

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: I-205 COLUMBIA RIVER BRIDGE
PAVING & EXPANSION JOINTS
CONTRACT NO. 9444

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 29 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The pre-construction conference for the subject project was held April 26, 1982 at the Glisan Street office. A list of those attending is attached.

Discussed were training EEO and MBE requirements, payroll submittals, safety, proposed schedules, equipment, air pollution requirements, material suppliers, sub-contractors, and various other details of the project.

Deck preparation work is to be carried out during the day shift starting mid-June. Surfacing will be at night starting early July. Joint installation will follow surfacing which is to be complete in September. The contractor plans on completing the project in early October.

ACH/gw
Attachment
cc W. E. Schwartz
Walt Hart
C. T. Keasey
George Bell - George, perhaps we want to consider moving our dedication up to sometime before the bridge is open to traffic. This looks practical

Contains Recycled Materials

9444

2-10-82

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(84)314

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Multnomah, Oregon
Clark, Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80403

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-10-82

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Columbia River Bridge (N. Channel)

11. GENERAL DESCRIPTION OF WORK
Paving and Expansion Joints

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Permanent Pavement Striping, SF $2,200
On-the-job Training 1,600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's February 8, 1982 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,797,700; Federal Funds $7,146,623.

A signed copy of the Title Sheet is returned herewith.

(Oregon TEC $4,986,629; Federal Funds $4,598,669)
(Washington TEC $2,811,071; Federal Funds $2,547,954)

14. DATE 2-10-82

15. SIGNATURE OF APPROVING OFFICIAL
for Division Administrator

FORM PR-1210 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

9444

HIGHWAY DIVISION - ODOT LOC 3

FILES February 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 4, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 4, 1982 on the following projects:

1. Columbia River Bridge - S.E. Powell Blvd.
   East Portland Freeway, Multnomah County
   Grading and Paving

   Approximately four miles of intermittent bikeway to be constructed on this contract. Some sections of bikeway on this project have been constructed under earlier contracts and the remainder will be constructed under later contracts.

2. Columbia River Bridge (North Channel)
   East Portland Freeway, Multnomah and Clark Counties
   Structure Paving

   Bicycle and pedestrian facilities have been constructed within the project limits under previous contracts.

3. N.E. Glisan Street - S.E. Glenwood Street (Portland City Street)
   (39th Avenue), Multnomah County
   Grading, Paving, Illumination and Signals

   Roadway width varies from forty-three feet to fifty-nine feet. Sidewalks six-to-twelve feet wide with curb ramps will be constructed, except where existing sidewalks are to remain in place, for bicycle and pedestrian use.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9444

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(-)
Columbia River North Channel Structure
Latex Modified Concrete Overlay

Date: February 8, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
E. S. HUNTER

Your memorandum of February 2, and Mr. Hart's memorandum of February 5, adequately support your reasons for using latex mofified concrete for the deck overlay. We approve your action. Please proceed with the project development.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICE
FEB 10 '8
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
FEB 10 '82
REFER TO
Hunter
FOR

Info	Inves	R/D	D R	Sign	Act	File
X						

CON 5

DATE: February 2, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: I-205 Bridge

Two systems, dense low slump concrete (Iowa System) and latex modified concrete, have been considered as alternates for overlaying the I-205 Bridge across the Columbia River.

After review, we now feel the possibility of getting the structure open this year will be improved if we limit the bidding to latex only. To open the structures, a minimum surfaced width of 34 feet is needed. Using latex, 34 feet can be placed in a single pass. With dense concrete, two passes would be required. Also, latex can be placed following rain while the deck is still wet. The dense concrete system requires a dry deck which probably means days would be lost waiting for the deck to dry following a rain.

Contrary to the situation which existed a few years ago, there are now a number of different latex suppliers and a number of contractors equipped to lay latex so bidding would be competitive.

We therefore, propose not allowing alternate bids but requiring a latex modified concrete overlay and request your concurrence in this action.

lb

bc C. T. Keasey
W. J. Hart
Al Harwood
E. S. Hunter

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. T. KEASEY

DATE: February 2, 1982

FROM: ALLAN C. HARWOOD

SUBJECT: Columbia River Bridge

Enclosed find a draft of a letter to FHWA proposing limiting the overlay on the Columbia River Bridge to latex modified concrete only. In the past FHWA has encouraged alternate systems be allowed the contractors to encourage competition. This was needed since at one time there was only one latex supplier and that supplier sold only to franchised applicators. There are now a number of manufacturers and applicators.

As pointed out in the draft, weather would be less likely to cause delay if latex is used. While neither system can be placed in the rain, latex can go down following the rain on a wet surface. Dense concrete requires a dry surface and I can imagine days lost just waiting for the surface to dry.

In competitive bidding, latex may win out anyway, but I would rather not take the chance.

Enclosure

cc: Walt Hart
    Ed Hardt

Contains
Recycled
Materials
81-125-1387

SP*75683-125

9444

L,

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

February 5, 1982

In Reply Refer to
File No.: PRO

Mr. T. L. McLain, P.E.
Program Development Engineer
Highway Administration Building
Olympia, Washington 98504

Dear Tom:

RE: I-205, Columbia River Bridge
Deck Surface and Expan. Joints
I-205-7(84)314

In response to your January 29 letter, the signing and illumination is not to be included in this contract.

We plan to take bids for this project on March 4th and our normal advertising date would be February 11. I regret I won't be able to send the data to you 2 weeks before then.

Our Cost Analysis Section is still working on unit prices and hopes to have them completed today. I am not aware of any changes in the cost estimates from those shown on the PR-1.

I will keep you advised of any changes and will get the information to you concerning the PS&E as soon as its available (maybe I can beat the U.S. Mail).

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

DES:pf

cc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

9444

2

U.S. Department
of Transportation
Federal Highway Administration

NOTED
H. S. COULTER

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Projects I-205-7(-) & I-205(65)314
North & South Channels Columbia River Bridge
Joint Contract "Buy America" Requirements
Expansion Joints

Date: February 1, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Hart's January 18, 1982, memorandum on the above subject requests a waiver of the "Buy America" provisions for the expansion joints of these bridges.

We agree that these joints are not subject to the application of the "Buy America" clause of the contracts.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
FEB 2 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9444

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: November 27, 1981 CON 5
9277

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Remaining Contract Work
Columbia River I-205 Bridges

The remaining work to complete the North and South Channel Crossings of the Columbia River consists of paving the North Channel structure and Lighting and Expansion Joints on both the North and South Crossings. It is anticipated that the work will be bid as three contracts with tentative dates as follows:

[illegible] # 7910

Paving and Expansion Joints (North Channel)	June 1982	$8,300,000
Expansion Joints (South Channel)	July 1982	$ 690,000
Lighting (North and South Channel Structures)	June 1982	$1,500,000
		$10,490,000

- See: Price Agreement for installation of expansion joints dated 2-8-82 # 8862

The estimate for paving the North Channel structure assumes the use of a bonded latex or dense concrete overlay. Of the $10,490,000 total, Washington's share of the work is $3 million. All the estimates include a 20 percent allowance for engineering and contingencies.

WJH:jrb

cc: E. S. Hunter
A. C. Harwood
Region I
Ken Limbocker, Metro

RECEI
TECHNIC
NOV 3
REFER TO

1982 NE Glisan St.-SE Glenwood 9445
St. (Portland) Sec. on 39th Ave.
(Grad., Pav., Illum. & Signals)

C&A 6830 6-17-80, 6-2-80, 12/22/78

9445

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-267 + 268	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Multnomah
MODIFICATION NUMBER 2		Project Number IX-9699(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,363,422.00	$ 1,372,062.00
Federal funds	$ 1,158,908.00	$ 1,166,252.00
Other revisions		

This modification is made for the following reasons: to include approved force account work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 21, 1984

Federal-Aid Project No. IX-9699(5)

NE Glisan St.-SE Glenwood St. (Portland)
City Street (SE 39th Avenue)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Glisan St.-Glenwood St.)

Subtotal from Revised Project Agreement Estimate of September 9, 1982		$ 1,002,080.39
Additional Items		
Construct Gravel Driveway (SFO #6)		$ 1,673.45
Install Traffic Signal Interconnect (SFO #7)		6,000.00
	Increase	$ 7,673.45
	Subtotal	$ 1,009,753.84
	Engineering	126,219.16
	Total	$ 1,135,973.00

Type Code Y030
Illumination

Total from Estimate of September 9, 1982 $ 68,479.00

Type Code Y033
Signals

Total from Estimate of September 9, 1982 $ 167,610.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	823	$ 1,127,333.00	$ 958,233.00	$ 169,100.00
Roadway	580	8,640.00	7,344.00	1,296.00
Illumination	823	68,479.00	58,207.00	10,272.00
Signals	823	167,610.00	142,468.00	25,142.00
Total		$ 1,372,062.00	$1,166,252.00	$ 205,810.00

Group 1 100%
Contract No. 9445
Prefix: 326-1981
Prefix: 326-1051
Prefix: 426-1036
RHZ:bkb

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9 - 95
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

September 14, 1982

State: Oregon
County: Multnomah
Project Number: IX-9699(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 30, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,363,422.00	$ 1,363,422.00
Federal funds	$ 1,158,908.00	$ 1,158,908.00
Other revisions		

This modification is made for the following reasons: to reflect Alternate "B" and to include increase in construction costs as per program change, PR 1240 dated 6/29/82.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 9, 1982

Federal-Aid Project
No. IX-9699(5)

N.E. Glisan St.-S.E. Glenwood St. (Portland)
City Street (S.E. 39th Avenue)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Glisan St.-Glenwood St.)

Mobilization		All Required	$ 45,800.00
Temporary Protection and Direction of Traffic		All Required	19,410.00
Temporary Signs	1,010 Sq. Ft.	17.85	18,028.50
Temporary Barricades	37 Each	110.00	4,070.00
Temporary Plastic Safety Markers	42 Each	55.00	2,310.00
Flagmen	2,000 Hour	10.20	20,400.00
Removal of Structures and Obstructions		All Required	57,395.02
Furnishing and Placing Topsoil	85 Cu. Yd.	20.00	1,700.00
8-inch Sewer Pipe	563 Lin. Ft.	15.00	8,445.00
Extra for Pipe Under Pavement	28 Lin. Ft.	24.00	672.00
Concrete Inlets	19 Each	300.00	5,700.00
Concrete Double Inlets	1 Each	420.00	420.00
Concrete Walks	1,747 Sq. Yd.	13.20	23,060.40
Concrete Driveways	876 Sq. Yd.	15.60	13,665.60
Concrete Curbs	2,293 Lin. Ft.	3.90	8,942.70
Concrete Steps	40 Lin. Ft.	12.00	480.00
Extra for Asphalt Driveways	164 Sq. Yd.	3.85	631.40
Adjusting Manholes	18 Each	240.00	4,320.00
Move Traffic Signs		All Required	2,750.00
Furnishing and Planting Shrubs	5 Each	110.00	550.00
			$ 238,750.62

Alternate "B"

General Excavation	27,170 Cu. Yd.	7.38	$ 700,514.60
1"-0 Aggregate Base	20,035 Cu. Yd.	10.18	203,956.30
Class "B" or Class "C" Asphalt Concrete Mixture	12,146 Ton	17.07	207,332.22
Asphalt Cement in Mixture	748 Ton	170.00	127,160.00
			$ 738,963.12

Anticipated Items

Adjust City Water Facilities	All Required	$ 13,566.65
Permanent Pavement Striping	All Required	10,000.00
On-the-job Trainees (1,000 hr. @. $0.80)	All Required	800.00
		$ 24,366.65
	SUBTOTAL (ALTERNATE "B")	$1,002,080.39
	Engineering	125,252.61
	TOTAL	$1,127,333.00

Type Code Y030
Illumination

Roadway Illumination Installation		All Required	$ 9,500.00
Replacement of Materials	7 Each	53.00	371.00
			$ 9,871.00

Anticipated Items

City Furnished Illumination Material	All Required	$ 51,000.00
	SUBTOTAL	$ 60,871.00
	Engineering	7,608.00
	TOTAL	$ 68,479.00

Type Code Y033
Signals

Traffic Signal Installation, Complete	All Required	$ 143,888.93
		$ 143,888.93

Anticipated Items

Signal Controller Testing	All Required	$ 3,600.00
City Furnished Software	All Required	1,500.00
		$ 5,100.00
	SUBTOTAL	$ 148,988.83
	Engineering	18,621.17
	TOTAL	$ 167,610.00

Length of Project --------------- 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$1,127,333.00	$ 958,233.00	$169,100.00
Illumination	68,479.00	58,207.00	10,272.00
Signals	167,610.00	142,468.00	25,142.00
TOTAL	$1,363,422.00	$1,158,908.00	$204,514.00

Group 1 100%
Contract No. 9445
Prefix: 326-1981
Prefix: 326-1051

9415

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-38	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-30-82	State Oregon County Multnomah Project No. IX-9699(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Glisan St.-S.E. Glenwood St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-10-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$1,363,422.00	$1,158,908.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.P. Maclorg

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon March 12, 1982

Federal Aid Project
No. IX-9699(5)

N.E. Glisan St.-S.E. Glenwood St. (Portland)
City Street (S.E. 39th Avenue)
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Glisan St.-Glenwood St.)

Mobilization		All Required	$ 27,874.00
Temporary Protection and Direction of Traffic		All Required	23,250.00
Temporary Signs	1,010 Sq. Ft.	6.00	6,060.00
Temporary Barricades	37 Each	110.00	4,070.00
Temporary Plastic Safety Markers	42 Each	56.00	2,352.00
Flagmen	2,000 Hour	22.00	44,000.00
Removal of Structures and Obstructions		All Required	25,400.00
Furnishing and Placing Topsoil	85 Cu. Yd.	19.00	1,615.00
8-inch Sewer Pipe	563 Lin. Ft.	34.00	19,142.00
Extra for Pipe Under Pavement	28 Lin. Ft.	35.00	980.00
Concrete Inlets	19 Each	300.00	5,700.00
Concrete Double Inlets	1 Each	450.00	450.00
Concrete Walks	1,747 Sq. Yd.	10.80	18,867.60
Concrete Driveways	876 Sq. Yd.	13.40	11,738.40
Concrete Curbs	2,293 Lin. Ft.	3.30	7,566.90
Concrete Steps	40 Lin. Ft.	10.30	412.00
Extra for Asphalt Driveways	164 Sq. Yd.	8.00	1,312.00
Adjusting Manholes	18 Each	180.00	3,240.00
Move Traffic Signs		All Required	2,100.00
Furnishing and Planting Shrubs	5 Each	145.00	725.00

Alternate "A"

General Excavation	14,432 Cu. Yd.	8.50	122,672.00
Bituminous Base Mixture	16,806 Ton	18.15	305,028.90
Asphalt in Bituminous Base Mixture	925 Ton	170.00	157,250.00
1"-0 Aggregate Base	20 Cu. Yd.	18.00	360.00
Class "B" or Class "C" Asphalt Concrete Mixture	7,088 Ton	18.15	128,647.20
Asphalt Cement in Mixture	460 Ton	170.00	78,200.00

Anticipated Items

Permanent Pavement Striping		All Required	$ 10,000.00
On-the-job Trainees (1,000 hr. @ $0.80)		All Required	800.00
			$ 10,800.00
		SUBTOTAL (Alternate "A")	$1,009,813.00
		Engineering	126,226.00
		TOTAL	$1,136,039.00

Type Code Y030
Illumination

Roadway Illumination Installation		All Required	$ 7,000.00
Replacement of Materials	7 Each	72.00	504.00
			$ 7,504.00

Anticipated Items

City Furnished Illumination Material		All Required	$ 51,000.00
		SUBTOTAL	$ 58,504.00
		Engineering	7,313.00
		TOTAL	$ 65,817.00

Type Code Y033
Signals

Traffic Signal Installation, Complete		All Required	$ 138,515.00
			$ 138,515.00

Anticipated Items

Signal Controller Testing		All Required	$ 3,600.00
City Furnished Software		All Required	1,500.00
			$ 5,100.00
		SUBTOTAL	$ 143,615.00
		Engineering	17,951.00
		TOTAL	$ 161,566.00

Length of Project ------------ 0.00 mi.

Work Retained in Program Status

Work by City of Portland (Water)	All Required	$ 12,100.00
Street Light on 39th at Stark	All Required	550.00

SUMMARY OF FUNDS 85%

Description	Total Cost	Federal Funds	City Funds
Roadway	$1,136,039.00	$ 965,633.00	$ 170,406.00
Illumination	65,817.00	55,944.00	9,873.00
Signals	161,566.00	137,331.00	24,235.00
TOTAL	$1,363,422.00	$1,158,908.00	$ 204,514.00

Group 1 100%
Contract No. 9445
Prefix: 326-1981
Prefix: 326-1051

STATE COPY

nig cc: OSHD (Coulter)

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-6-84	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. IX-9699(5)
COMPLETION DATE 3-1-83	ACCEPTANCE DATE BY CONTRACT AGENCY 8-11-83	TIME ELAPSED	CONTRACT TIME 210 days
APPROVED EXTENSIONS 94 days	LOCATION See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE. GLISAN STREET - SE. GLENWOOD STREET (PORTLAND)
CITY STREET (39th AVENUE)
Grading, paving, Illumination & Signals

This project provided for constructing a new pavement surface between existing curbs along the subject city street. Some rechannelization was performed. Mercury vapor illumination was replaced with more energy-efficient high-pressure sodium vapor luminaires.

Contract work was expanded due to favorable prices bid by the contractor. Still the final cost is slightly less than the original authorization of $1,394,000.

The contract time was extended 94 days to 304 days total. The contractor used 305 days. One day liquidated damages is being charged.

---TPL---

RECEIVED
STATE HWY ENGR
FEB 9 '84
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

2/13

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE	SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER
TITLE Area Engineer DATE 2-6-84	TITLE Field Operations Engineer DATE 2/9/84

FORM FHWA 1446B

9445

October 10, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9445

Gentlemen or Ladies:

On August 18, 1983, we wrote to you concerning release of final payment on Contract No. 9445 awarded to Columbia Excavating, Inc., for work on N.E. Glisan Street-S.E. Glenwood Street Section of 39th Avenue in Portland, Multnomah County.

The total contract amount is $1,210,894.97 including $4,293.98 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Columbia Excavating, Inc.
P. O. Box 278
Tualatin, OR 97062

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9445 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE Glisan Street - SE Glenwood Street (Portland)
WEEK ENDING: 5-28-83
SECTION PREFIX: 326-1051
HIGHWAY: City Street (39th Avenue)
COUNTY: Multnomah
NAME OF JOB: - - -
KIND OF WORK: Grading, Paving, Illumination & Signals
CONTRACTOR: Columbia Excavating, Inc.
CONTRACT NUMBER: 9445
FEDERAL AID PROJECT NUMBER: IX-9699(5)
DATE OF CONTRACT: 3-10-82
DATE WORK STARTED: 5-3-82
ESTIMATED COMPLETION DATE: 3-1-83
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0
SPECIFIED WORK DAYS: N/A
WORK DAYS USED: N/A
SPECIFIED CALENDAR DAYS: 304(Revised)
CALENDAR DAYS USED: 305
SPECIFIED COMPLETION DATE: N/A
PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 1,393,927.38
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 1,300,351.83
ENGINEERING AUTHORIZATION: $ 93,395.55
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,256,645.00
ENGINEERING COST TO DATE: $ 107,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %
PERCENT OF AUTHORIZATION: 115 %
DATE PROJECT WAS COMPLETED: 3-1-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING /Exc.	BASE	~~XXXXXXX~~ PAVE.	MAT'L. PROD	Illumination	Signals
N/A	100%	100%	100%	100%	N/A	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

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RECEIVED
JUN 2 1983
CONSTRUCTION SECTION

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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

All needed paperwork has been submitted by contractor.
3rd notification issued on 5/27/83.
This is the final weekly report.

SIGNED Brett I. Kesterson LOCATION City of Portland
Brett I. Kesterson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9445

March 21, 1983

CON

Columbia Excavating, Inc.
10002 S.W. Herman Road
P. O. Box 278
Tualatin, OR 97062

Time Extension Request
N.E. Glisan St.-S.E. Glenwood St.
Contract No. 9445
FAP No. IX-9699(5)

Your request for a 60 calendar day extension of contract time in which to complete the above project has been carefully reviewed. A contract time extension of 52 calendar days is granted because of delays incurred in providing the traffic signal controller software under Price Agreement No. 10.

The revised specified completion date for this project is February 28, 1983. There remains one day of liquidated damages on this project covering the completion of work unrelated to the traffic signal installation.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WES:OBJ:mk ia

bc C. T. Keasey
Al Harwood, w/att.
Mike Smith, w/ att.
Brett Kesterson, w/att.
FHWA, w/att.
Bob Church

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

SM MRE OF DMA F
TCS RECEIVED ME
US MAR 8 1983 EDM
CSA Metro Region TAM
CD PA EM BUD LM

March 7, 1983

Oregon Department of Transportation
Attn: Mike Smith
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: NE Glisan Street-SE Glenwood Street (39th Avenue)
Multnomah County
Contract No. 9445
Prefix No. 326-1051
FAP No. IX-9699(5)

Dear Mike,

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's Request for Adjustment of Contract Time. This was submitted by Columbia Excavating, Inc.

b) Project Manager's Report and Recommendation on above item a).

If additional information is needed, please contact me at 796-7163.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

RECEIVED
[illegible] 16 1983
CONSTRUCTION SECTION
SCS
EEO
FE
CP

BIK:mw

Enclosures

cc: Bryant ~~Jackman~~
with original attach.

3/14/83
Marion —
I HAVE REVIEWED THE ATTACHED REQUEST FOR TIME EXTENTION AND CONCURE WITH THE PROJECT MANAGERS RECOMMENDATION OF A 52 DAY TIME EXTENTION.

Recommend 52 days based on Brett Kesterson's attached analysis.
Marion Scott

PROJECT MANAGER'S REPORT AND RECOMMENDATION

NE GLISAN ST.-SE GLENWOOD ST.
CITY STREET (39TH AVE)
MULTNOMAH COUNTY
CONTRACT NO. 9445 PREFIX NO. 325-1051
FAP NO. IX-9699(5)

On January 12, 1983 two copies of Contractor's Request for Adjustment of Contract Time arrived at my office from Columbia Excavating. On January 14, 1983 I wrote a letter to the contractor requesting additional information. The contractor arranged to have a meeting to present additional information on March 2, 1983.

After careful research, I have determined some facts about this item:

1) On April 7, 1982 the contractor's submittals for traffic signal controllers were approved.

2) On May 20, 1982, the contractor was informed that contrary to the special provisions Columbia Excavating would supply the software for the controllers.

3) A price agreement dated July 20, 1982 provides payment for the contractor to supply the software.

4) The projects original completion date was November 27, 1982.

5) The contractor was granted a 42 calendar day extension because additional roadwork was added to the project.

6) On January 6, 1983 the ODOT Traffic Signal Services Unit began testing the controllers.

7) On February 9, 1983 the controller testing was completed.

8) On February 28, 1983 the subcontractor for the traffic signals completed the traffic signal installation.

9) On March 1, 1983 the contractor finished the remaining contract items and the second notification was issued.

On March 2, 1983 the contractor, the subcontractor for the signals, a representative for the controller manufacturer and I met to discuss the delay in receiving the controllers. The controller representative explained that his company was not able to proceed with the manufacture of the controller until after the price agreement was negotiated which detailed the type of program to be supplied. This meant that manufacture of the controllers did not start until August, 1982.

From August, 1982 to February 28, 1983 work progressed in an orderly manner. The only delays were at the traffic signal test lab where the Christmas Holiday and a failure of the test chamber slowed the controller testing.

The subcontractor completed the traffic signal installation on February 28, 1983. However the contractor realized that some other items unrelated to the traffic signal installation had not been completed and that work was not completed until March 1, 1983. The contractor is not asking for a time extension for the work done on March 1, 1983.

Therefore I am recommending a fifty-two calendar day increase for contract No. 9445. This will move the revised completion date to February 28, 1983.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

March 7, 1983
Date

3-16-83

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 52 calendar days be granted.

O. B. Jackmond

BIK:mw

9445

B

CON

December 15, 1982

Columbia Excavating, Inc.
P. O. Box 278
Tualatin, Oregon 97062

Time Extension Request
NE Glisan St.-SE Glenwood St.
Contract No. 9445
FAP No. IX-9699(5)

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 42 calendar days is granted due to the performance of additional work under price agreements on this contract.

The revised specified time of completion of this contract is 252 calendar days.

Should you wish further review of this matter, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Mike Smith w/att.
Brett Kesterson, City of Portland w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 3, 1982

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: NE GLISAN ST.-SE GLENWOOD ST.
(39th AVE.)
Contract no. 9445

Attached is a time extension request from the contractor, asking for the return of 42 calendar days due to the project being extended by about 23.5 percent.

This is another one of those projects financed by the City's Interstate Transfer funds, in which a certain amount of money was set up (estimated), for this job. The bids came in much lower, and the City requested that work be added to the contract to use up the original estimated amount.

The Project Manager states that Price Agreement 5 increases the scope of the work by 19.7 percent, and 210 calendar days multiplied by 20 percent gives 42 days. This, plus the other statements in Brett Kesterson's letter, seems to be sufficient reason for the 42 days extension.

I recommend we grant the 42 days due to the City requested project overrun.

12-10-82

W.E. Schwartz —

I concur with the above and recommend a 42 calendar day time extension. Commission approval of this project overrun has been obtained.

MC/gw
Attachment

Jackmond

CE
CAE
FOE
QCS
SCS
FEO

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DEC 6 1982
CONSTRUCTION SECTION

TC
FE
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81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9699(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90015

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/24/82	FAU 9699	City Street

10. GENERAL LOCATION:

NE Glisan St. - SE Glenwood St.

11. GENERAL DESCRIPTION OF WORK

Construct gravel driveway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 9/24/82 as requested in Mr. Keasey's letter of 11/10/82 as being in the public interest for the use of Contractor (Cascade Construction Co.) Forces to proceed with the above work. State Force Order No. 6 representing work performed by Cascade Construction Co. and billed to City of Portland, Bureau of Maintenance is approved for a TEC of $1,673.45 Federal Funds $1,422.

(The above work was performed on an emergency basis as documented by attachments to SFO #6 submission)

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STATE HWY ENGR
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FOR
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Orig to
11/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/23/82	D. K.	for Division Administrator

FORM PR-1240
(Rev. 12-70)
PREVIOUS EDITIONS MAY BE USED

9445

CON

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE Glisan St.-SE Glenwood St. (Portland)
Portland City Streets
Contract No. 9445

This federal-aid grading, paving, illumination and signal project received favorable bids from the contractor, and therefore additional funds obligated by Metro Service District for this project are still available.

The City of Portland had originally planned to do reconstruction of some of the streets within these project limits and other improvements on the remainder. However, with the favorable bid, they now plan on doing an additional 2,362 feet of street reconstruction. These streets are all within the original project limits.

The cost to perform this work was negotiated under Price Agreement Numbers five and eight at a cost of $252,347.15 or 23.5 percent. This work will increase by a proportionate amount the contingency and engineering items as well as a small increase in the anticipated item of adjusting a water facility.

It is recommended that the project authorization be increased by $265,000.00 to a new total of $1,393,927.39. All of the increased cost is eligible for federal participation.

This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
E. L. HARDT
Brett Kesterson

9445

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON:5

TO: W. E. Schwartz, P.E.
Asst. State Highway Engineer

DATE: July 1, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NE Glisan St.-SE Glenwood St. (Portland)
Portland City Streets
Contract No. 9445

This federal-aid grading, paving, illumination and signal project received favorable bids from the contractor, and therefore additional funds obligated by Metro Service District for this project are still available.

Multnomah County had originally planned to do reconstruction of some of the streets within these project limits and other improvements on the remainder. However, with the favorable bid, they now plan on doing an additional 2,362 feet of street reconstruction. These streets are all within the original project limits.

The cost to perform this work was negotiated under Price Agreement No.'s 5 and 8 at a cost of $252,347.15 or 23.5 percent. This work will increase by an apportionate amount the contingency and engineering items as well as a small increase in the anticipated item of adjusting a water facility. The prices negotiated are extensions of the contract unit bid prices and as such, approval of the PCRB is not required.

All of the increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:HAM:mk

Attach.

cc: E. L. Hardt
Mike Smith
Brett Kesterson
Bob Church

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FOR
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Contains Recycled Materials

1445

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-29-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90015

6. TO

Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/29/82

8. FEDERAL ROUTE NUMBER FAU 9699

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. E. Glisan Street - S. E. Glenwood St. (Portland)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/25/82, I approve the program change as follows:

Add to area of work under project data - "S.E. Stark Street to S. E. Madison Street."

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STATE HWY ENGR
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REFER TO Mochring
FOR

Ong
7-7-82

14. DATE 6/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9415

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

Date: June 25, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 90015
Project No. IX-9699(5)
NE Glisan St.-SE Glenwood St. (Portland) Sec.
Multnomah County

I request approval of a program change to enlarge the scope of the project requiring modifications as indicated below:

1) Project Data: Add the following under 1)---
SE Stark St. to SE Madison St.

The contractor has agreed to preform the additional work at present contract unit bid prices except the lump sum items will be increased by a percentage. Therefore, it is estimated the additional cost will add approximately $252,345 to the contract with $214,493 of Federal funds. This addition will revise the construction costs to a TEC of $1,615,767 with Federal funds of $1,373,401.

This request is based on the fact the project under-ran the allotted amount set forth in the FY ,82 AE/TIP. Hence, the City has requested the work be expanded to encompass this additional length of street reconstruction within the limits of the project to utilize these transfer funds.

Upon your approval of this program change the Construction Section will forward the proper documents under separate action.

JLG:bkc

cc: C.T. Keasey
General Files

Form 734-3122

9445
rn

5-26-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90015

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-26-82
8. FEDERAL ROUTE NUMBER FAU 9699
9. STATE ROUTE NUMBER City Street

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REFER TO
FOR
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5-28 [illegible]

10. GENERAL LOCATION:
N. E. Glisan St. - S. E. Glenwood St (39th Avenue)

11. GENERAL DESCRIPTION OF WORK
Permanent pavement striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
XX CONSTRUCTION PROCEED ON AN [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3-26-82 as requested in Mr. Keasey's letter of 5-20-82 as being in the public interest for the use of City Forces rather than State Forces as approved in my PS&E dated 2-10-82 to proceed with the above work. State Force Order No. 1 representing work performed by City of Portland, is approved for a TEC of $10,000 Federal funds $8,500.

(Note: Funds obligated and work authorized for State Forces at PS&E)

14. DATE 5-26-82
15. SIGNATURE OF APPROVING OFFICIAL G K Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90015

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/22/82	8. FEDERAL ROUTE NUMBER FAU 9699	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

NE Glisan Street - SE Glenwood Street (39th Avenue)

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 4/28/82 this will confirm the advance approval date of 4/22/82 to proceed with the actual adjustment of the City of Portland, Bureau of Water Works water facilities on an actual cost basis estimated to be $11,954 Federal Funds $10,161.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

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14. DATE 5/13/82	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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L

ROW 18-4

April 28, 1982

RECEIVED
TECHNICAL SERVICES
MAY 4 '82
REFER TO
FOR
Info Invest R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
N.E. Glisan St.-S.E. Glenwood St. Section
City Street (39th Ave.)
Multnomah County
Project No. IX-9699(5)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works facilities dated February 23, 1982.

The relocation involves City owned facilities on City street right of way, therefore, the cost of relocation is reimbursable.

The City is responsible for the relocation of utilities on this project. The Bureau of Water Works was notified of their conflicts by the Bureau of Streets and Structures. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

A permit for the utility's proposed relocation will not be issued as these are City facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 22, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,954.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, Jack M. Cartwright, Brett I. Kesterson-w/Rev. Est.

9445

2

HIGHWAY DIVISION - ODOT LOC 3

FILES February 17, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 4, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 4, 1982 on the following projects:

1. Columbia River Bridge - S.E. Powell Blvd.
   East Portland Freeway, Multnomah County
   Grading and Paving

   Approximately four miles of intermittent bikeway to be constructed on this contract. Some sections of bikeway on this project have been constructed under earlier contracts and the remainder will be constructed under later contracts.

2. Columbia River Bridge (North Channel)
   East Portland Freeway, Multnomah and Clark Counties
   Structure Paving

   Bicycle and pedestrian facilities have been constructed within the project limits under previous contracts.

3. N.E. Glisan Street - S.E. Glenwood Street (Portland City Street)
   (39th Avenue), Multnomah County
   Grading, Paving, Illumination and Signals

   Roadway width varies from forty-three feet to fifty-nine feet. Sidewalks six-to-twelve feet wide with curb ramps will be constructed, except where existing sidewalks are to remain in place, for bicycle and pedestrian use.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9445

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINISTRATION

1-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90015

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-27-82

8. FEDERAL ROUTE NUMBER FAU 9699

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

N. E. Glisan - S. E. Glenwood (Portland)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 1-12-82 I approve the revised Preliminary Engineering costs to a TEC of $89,650 - Federal Funds $76,202.

(Increase TEC $5,450 - Federal Funds $4,632 Appropriation Code 772)

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STATE HWY ENGR
JAN 29 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 1-27-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1445

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

January 26, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90015
Project No. IX-9699(5)
NE Glisan St.-SE Glenwood St. (Portland) Sec.
Multnomah County

Attached support data consists of PR-1 form with project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 25, 1982.

This project is based on the October 2, 1978 letter to you from the Governor of Oregon and the April 18, 1980 letter to you from ~~Mr. F.B. Klaboe~~, Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Earle Mershon (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

9445

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

January 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. IX-9699(3)
NE Glisan-SE Glenwood (Portland)
Multnomah County

Enclosed is a copy of Mr. Terpin's letter dated January 8, 1982 with attachment which provides for an increase in preliminary engineering costs of $5,450.00 in total costs, and obligation of $4,632.00 in Federal funds with revised financing as follows:

	TEC	FF	%	Appn Code
Present	$89,650.00	$76,202.00	85.0	---
Previous	75,200.00	64,300.00	85.0	823
Previous	9,200.00	7,820.00	85.0	772
Difference	$ 5,450.00	$ 4,632.00	85.0	772

RHZ:bkc
Enc.

cc: J. Rose
E. Mershon
F. Terpin
G. Zehner
S. Williams
General Files

Form 734-3122

9445

7-17-81

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90015

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/81
8. FEDERAL ROUTE NUMBER FAU 9699
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE Glisan Street - SE Holgate Blvd. (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $84,200 Federal Funds $72,120.

(Increase TEC $9,200 Federal Funds $7,820 Appn. Code 772 from FY 81 Supplemental allocation)

orig. 9

RECEIVED
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FOR

14. DATE 9/17/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9445

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90015
Project No. IX-9699(3)
N.E. Glison St.-S.E. Glenwood St.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $9,200 in total cost and Federal obligation of $7,820 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$84,200	$72,120	---	---
Previous	75,000	64,300	85.8	823
Difference	$ 9,200	$ 7,820	85.0%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

9445

L.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9699(3)
S. E. Glenwood - N. E. Glisan St. Section
S. E. 39th Avenue (Portland)
Special Counsel Agreement

Date: August 28, 1981

Reply to Attn. of: HRW-OR
(Ref: Rod Henry's 8/25/81 letter)

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Based on the conditions outlined in Mr. Henry's letter, you are authorized to proceed with the employment of Richard Bemis as Special Counsel for the procurement of right of way file 51223 on the subject project. In regard to the conflict of interest on the subject file disclosed by the law firm originally employed for the procurement of the right of way on the subject property, a determination should be made that conflict does not preclude the firm's use on the remaining portion of the project.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd - R/W)

RECEIVED
STATE HWY ENGR
AUG 31 '81
REFER TO
FOR
Info Inves R/C D/R Sign Act File

1445

ROW

August 25, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel Agreement
S.E. Glenwood - N.E. Glisan St. Section
S.E. 39th Avenue (Portland)
FAP No. IX-9699(3)

A copy of an agreement to employee special counsel is being submitted for your approval. On February 24, 1981, the City of Portland retained the firm of Williams, Stark, Hiefield and Norville, P.C., to represent them in all condemnation trials for this section. It has now been determined that the law firm has a conflict of interest on one parcel being condemned and the City has retained another attorney, Richard Bemis, to represent them on File 51223.

I have discussed the proposed fee with Chief Counsel Jack Sollis and he agreed that the fee proposed by Mr. Bemis is reasonable.

May we have your approval of this agreement.

RH:kkr

Attachments

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Jack Sollis

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7/1/5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 2, 1981

File No: 726-1917

TO: LYLE WATSON
Final Design Engineer

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: S.E. Glenwood-N.E. Glisan, 39th Ave.
Contract Special Provisions

The City of Portland has asked that the special provisions for this project to delay the start of on-site work for a specific number of days. The draft specifications submitted to you June 11, 1981, with the project design does not stipulate a specific delay in the start of on-site work. Section 108.04(i) deals with restricting the beginning of on-site work until schedule approval and considers availability of materials. Section 108.08 specifies 275 calendar days for completion.

The City now requests that a paragraph be added to Section 108.04 indicating that the contractor shall not begin on-site work on this project until 180 days after the date of award of this contract without the written permission of the engineer. They also request that Section 108.08 stipulate 210 calendar days elapsed time completion versus the 275 days in the original specified. The recording of elapsed contract time will begin at the end of the 180 days or on the day the contractor begins on-site work, as determined by the engineer, whichever occurs first.

Attached is an example from a previous job. The specifications unit indicates there is no problem handling a delayed start of on-site work in this manner. This restriction on the beginning of on-site work should also be adequate to cover the exceptions needed for right-of-way parcels that will have 120 day restrictions on rights of access. The primary reason for restricting on-site work is related to the City's desire not to have the street open during the winter months. This delay also allows contract time for obtaining material such as signal poles and controllers that would normally add to the length of the contract.

po

cc: Don Fantz
Vic Rhodes
Doug Luth

Attachments

1 Don
2 LW
3 JWS

REFERRED TO
Board Staudenmeyer
I Cole LEE [illegible]
Erikson Watson
Hagar Dunn Leu
[illegible]
BY FINAL DESIGN ENGINEER

Before the contract is executed the contractor shall furnish to the Department a certificate of insurance for the limits set out above which is to be in force and applicable to the project.

SECTION 108 - PROSECUTION AND PROGRESS

108.04 Preconstruction Conference, Schedule and Limitation of Operations - Delete this subsection of the Standard Specifications and substitute the following:

108.04 Preconstruction Conference, Schedule and Limitation of Operations - The contractor shall meet with the engineer for a preconstruction conference at a time mutually agreed upon. At this conference, the contractor shall submit to the engineer a preliminary schedule showing his proposed order of work and indicating anticipated beginning time and completion time of the major items of work, with emphasis on activities planned for the first 30 days. Within the first 30 days after commencement of work, the contractor shall submit a comprehensive schedule for the entire project. The progress schedules shall take into account the passage or handling of traffic with the least interference practicable and the orderly, timely and efficient prosecution of the work. The progress schedules will be used as an indication of the sequence of the major construction operations and as a check on the progress of the work, but does not become a part of the contract.

When substantial changes in the schedule become necessary or are planned by the contractor, a revised or supplemental schedule shall be submitted to the engineer.

The contractor shall conduct the work at all times in such a manner and in such sequence as will insure the least interference with traffic. He shall not open up work to the prejudice of work already started, and the engineer may require the contractor to finish a portion or unit of the project on which work is in progress or to finish a construction operation thereon before work is started on an additional portion or unit of the project.

The contractor shall consider the following in preparing his work schedule:

(1) The contractor shall not begin "on-site" work on this project prior to July 1, 1981 without written permission of the engineer.

For the purpose of these provisions, "on-site" work shall be understood to mean any physical construction work within the right-of-way and between the beginning and end of the project.

108.05 Character of Workmen and Equipment - Delete the third paragraph of this subsection of the Standard Specifications and substitute the following:

Any person employed on the project by the contractor or any of his subcontractors who, in the opinion of the engineer, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the engineer, be removed forthwith by his employer, and shall not be again employed on the project without the approval of the engineer.

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed before the elapse of 60 calendar days.

The recording of elapse of contract time will begin on July 1, 1981 or on the day the contractor begins "on-site" work as determined by the engineer, whichever occurs first.

108.10 Failure to Complete on Time and Liquidated Damages - Delete the table under the heading "Schedule of Liquidated Damages" and substitute the following:

Original Amount of Contract		Per Diem Amount of Liquidated Damages	
For More Than	To and Including	Calendar Day*	Workday
$ 0	$ 25,000	$ 40	$ 55
25,000	50,000	65	85
50,000	100,000	110	150
100,000	500,000	150	210
500,000	1,000,000	225	315
1,000,000	2,000,000	300	420
2,000,000	5,000,000	450	630
5,000,000	----------	600	840

*Calendar day amounts are applicable when the contract time is expressed on the calendar day, calendar workday or fixed date basis.

94-15

Drott b+ld

ROAD DESIGN SECTION

DES 16-1

K. D. Limbocker
Metro Design Engineer

March 27, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

N.E. Glisan-S.E. Glenwood
39th Avenue
Multnomah County

Enclosed is one set of preliminary plans for the subject project with our comments shown in green color.

The comments on Sheets 2A and 2B are shown for the City's housekeeping of their standards. All other comments are possible errors or omissions.

Beginning and end of project should be added to the title sheet and plans. Other additions to title sheet will be added by Salem when plans are processed for contracting.

WEC:ja

Enc.

cc F. A. Roberts

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakefield

RECEIVED
MAR 27 1981
ROAD DESIGN
SECTION

Do Not File
Return To
Bring to
Action

4445

3-23-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9699(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90015

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/81

8. FEDERAL ROUTE NUMBER FAU 9699

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE Glisan Street - SE Glenwood Street

11. GENERAL DESCRIPTION OF WORK
Right of Way - Employ Special Counsel

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Rod Henry's letter of 3/16/81 I approve the employment of Special Counsel under the provisions of Special Counsel Agreement at the following rates: $75.00 per hour for principals, $60.00 per hour for associates and $20.00 per hour for paralegal staff. The project referred to in the Agreement sould be corrected to read IX-9699(4).

RECEIVED
STATE HWY ENGR
MAR 30 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 3/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer for

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9445

ROW

March 16, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel Agreement
SE Glenwood - NE Glisan St. Section
SE 39th Ave. (Portland)
FAP#IX-9699(3)

A copy of an Agreement to employ special counsel is being submitted for your approval. The City of Portland wishes to retain the services of Williams, Stark, Hiefield & Norville, P.C. to represent the City in all condemnation matters relating to the subject project.

I have discussed the proposed fees with Chief Counsel, Jack Sollis, and he agrees that the fees are reasonable and consistent with those being charged by other attorneys in the area.

May we have your approval of this agreement.

RH:jr

attach.
bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Jack Sollis

[illegible]

NOTED
F. B. KLABOE

9445

June 17, 1980

City of Portland
1220 S. W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 6830

Gentlemen:

Attached for your records are two fully executed copies of an agreement pertaining to the construction of the N. E. Glisan-S. E. Glenwood Street Section of N. E. and S. E. 39th Avenue in the City of Portland.

We have retained one fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

gnk

Attachments

bc: Don Harwell (agreement attached)

9445

AGR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Toll Free 1-800-452-7813, Ext. 6524

In Reply Refer to
File No

June 2, 1980

File agr 158
Interstate Transfer Project
S. E. 39th Avenue
S. E. Holgate Blvd.-N. E. Glisan St.

Mr. George Yerkovich
City Auditor
Room 202 City Hall
PORTLAND OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 6830

Dear Mr. Yerkovich:

Enclosed are two executed copies of the services agreement for acquisition of right of way for the S. E. 39th Avenue project.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Ed Hardt, w/c
Louis Grothaus, w/c
Comm. Services, w/orig.
Local Gov't Programs, w/c
Finance, w/c
Description, w/c
Title, w/c

The project will be programmed.

RECEIVED
JUN 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122

9445

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-24-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]X-9699(3)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
90015

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/30
Orig

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO
Moehring
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/24/80

FEDERAL ROUTE NUMBER
FAU 9699

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
NE Glison Street - SE Glenwood Street (Portland) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Subject to the receipt and concurrence of a revised project assessement for the extension of the originally approved project Mr. Swan's request of 4/18/80 to extend the project 1.2 miles to SE Glenwood Street is approved. (This approval does not require an additional obligation of funds.) (PR-9 dated 4/18/80)

DATE
4/24/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-855

9445

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

March 12, 1980

In Reply Refer to
File No.
326-1981

NOTED
E. S. HUNTER

Dave Vargas, Acting Bureau Chief
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street
Portland, OR 97205

Subject: NE Glisan to SE Glenwood, 39th Avenue
City of Portland (e(4) Project)

The Department of Transportation has reviewed the subject improvement plans and approves the use of the substandard cross-section at the locations indicated. Approval of the 10 to 11 foot travel lanes and the nine to ten foot left turn lanes is based on several factors. The existing lanes on 39th are narrow. The accident experience shown in your study of existing narrow lanes can be used with a reasonable degree of safety. More critically, widening of 39th in this narrow right-of-way, would impose a severe impact to abutting property owners, expecially where buildings are established at the right-of-way lines.

I have reviewed your design with Cliff Christianson, the Federal Highway Administration. He concurs with our approval of the non-state standard lane widths, since 39th is not a major truck route identified by the City.

D R Adams

D. R. Adams
Project Development Manager

DRA:PE

cc: E. S. Hunter
J. D. McClure
C. T. Pietrok

RECEIVED
TECHNICAL SERVICES
MAR 17 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | [illegible] | File

9

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE February 15, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

NOTED
H. S. COULTER

The City of Portland is requesting an extension of a previously approved project on 39th Avenue. The Commission, on October 24, 1978, approved the section from N.E. Glisan Street to S.E. Holgate Boulevard. The City's request is to extend the project 1.2 miles south to S.E. Glenwood Street which would make the overall limits N.E. Glisan Street and S.E. Glenwood Street. Right-of-way will be acquired as a participating cost of the project. City will perform the preliminary and construction engineering. The overall limits of the project are indicated on the attached map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Portland	N.E. Glisan Street - S.E. Glenwood Street, N.E. & S.E. 39th Avenue, FAU 9699	$1,705,000	$1,449,250	$255,750

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

2-21
[illegible]

APPROVED BY:

for State Highway Engineer

Date 2/20/80

GEZ:pf
Attachment

D.E. Swan - Please Program & Update PMS.

cc w/Attachment:

- F. B. Klaboe
- ~~L. W. Rulien~~
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- G. Bell
- J. H. Versteeg
- L. E. George
- G. Potter
- F. E. Terpin
- W. J. Hart
- J. B. Boyd
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- J. Grassman
- F. Lowe
- Metro:
  - R. N. Bothman
  - M. Klotz
  - E. L. Hardt
  - J. Rose
  - L. Grothaus

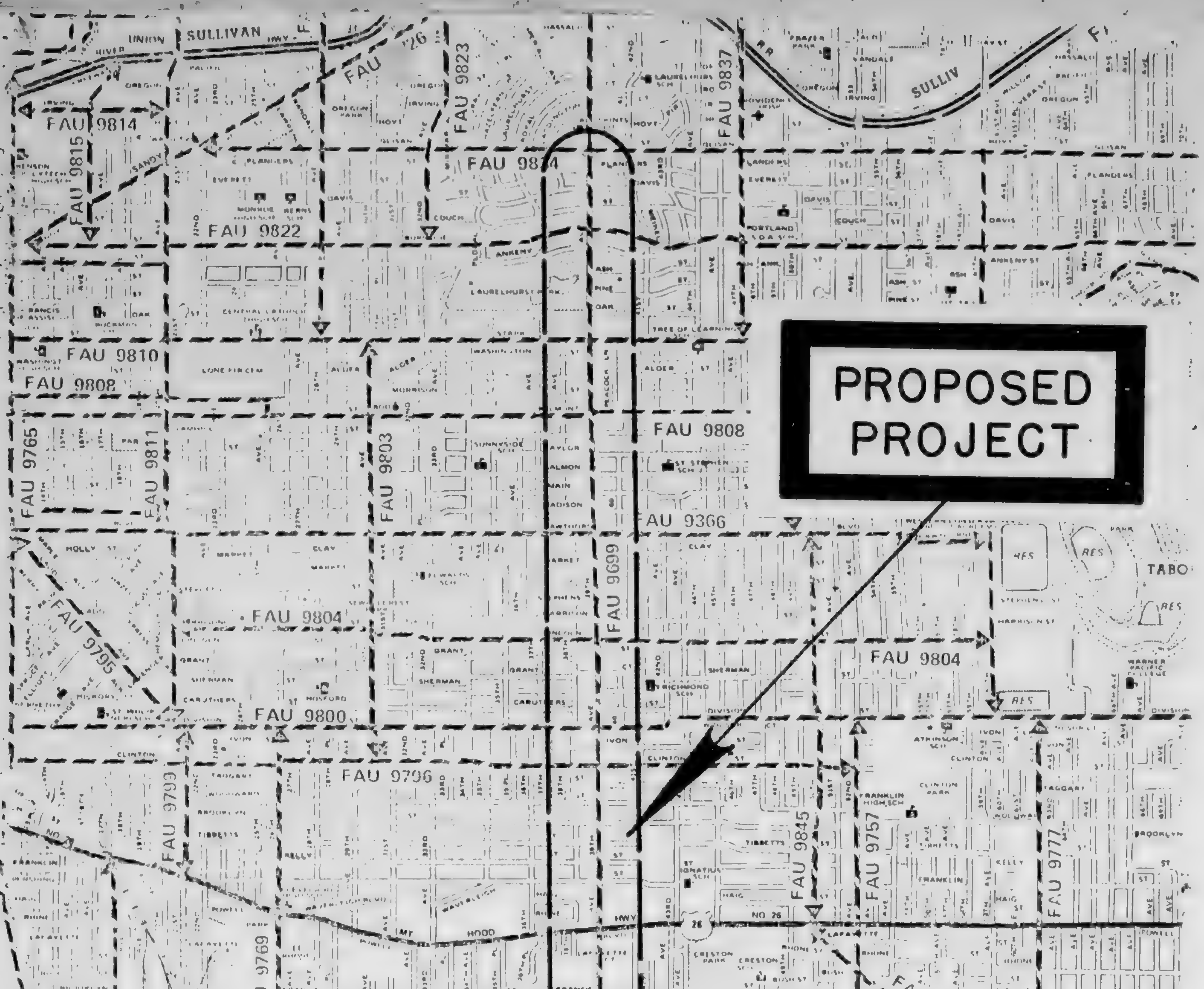
RECEIVED
STATE HWY ENGR
MAR 3 '80
REFER TO

FOR

Info	Inves	R/D	S/R	Sign	Act	File
						✓

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 21 1980
REFERRED TO ____________
FOR ____________ 75683-1

FILE: PM FA LG.


PROPOSED PROJECT
FAU 9814
FAU 9815
FAU 9822
FAU 9823
FAU 9824
FAU 9837
FAU 9810
FAU 9808
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FAU 9811
FAU 9803
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FAP 26
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SULLIVAN
UNION
RIVER
HWY
MT HOOD HWY
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TABO
RES
DIVISION
CLINTON
POWELL
LAURELHURST PARK
REED LAKE
CRESTON PARK
FRANKLIN HIGH SCH
WARNER PACIFIC COLLEGE

9-1-15

Multnomah
21 ptd

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9699(-)
Project Assessment
NE Glisan Street - SE Glenwood Street
NE/SE 39th Avenue - Multnomah County

Date: February 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. Gary A. Potter, Manager, Environmental Section

The project assessment submitted with your February 14, 1980, letter has been reviewed.

We concur with your finding that the proposed project constitutes a Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

D. V. Reed
G. L. Green
for

cc:
OSHD (Proj Mgmt)
(Reg 1)

Environmental Section
February 26, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
Surfacing Design
R. N. Bothman
E. L. Hardt
Maury Payne
Jef Kaiser
Clarence Eshelman
B. L. Gifford (2)
R. H. Prange

1 Versteeg ✓
Anderson
1b Christensen copy
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
FEB 26 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
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IX-9699 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 14, 1980

Section NE Glisan St.-SE Glenwood St.

City Portland Hwy. No. ______

Highway NE/SE 39th Avenue

Begin M.P. ______ Length 3.7 miles

County Multnomah

Program Estimate $1,831,000

Region I-Metro

Funding Source e(4)

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): To provide for the efficient movement of traffic along 39th Avenue, while reducing through trips on neighborhood collectors and improving transit and pedestrian movements. The proposed project would provide left-turn lanes at Hawthorne, Division, and Holgate to eliminate left-turns onto neighborhood streets, 41 intersection crowns would be rebuilt, 39th would be overlayed from Division to Holgate, there would be resigning and restriping, conversion from mercury to sodium vapor lights, and a small amount of landscaping.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☒ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☒ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	4, (2 so. of Schiller)	4/2
Median (Yes/No)	None	None
Shoulders (Yes/No, Paved, Gravel)	None	None
Average Daily Traffic (Volume/Year)	25,000	27,000/1990
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)		

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Unknown
Estimated Number of Parcels	7 - 10
Residential Relocation (No.)	None
Business Relocation (No.)	possibly one

2. Estimated Impact on Land Use:

None, except where property is converted to R/W.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The project would end left turns into local neighborhoods by through traffic, by providing left turns at three key arterials. Safety and traffic flow would be enhanced, but volume would not be affected.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

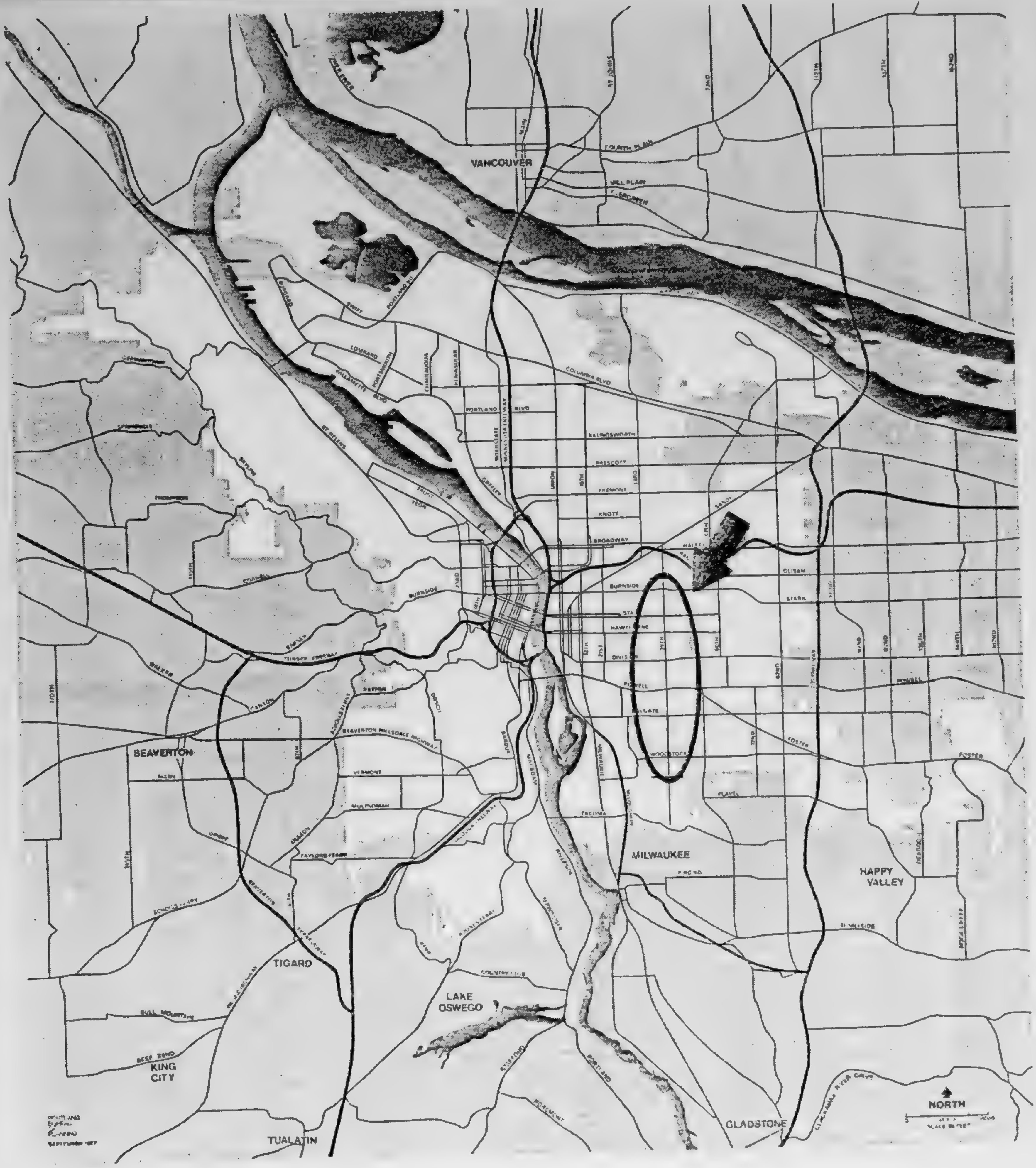
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None, cultural value of any R/W acquisitions will need to be determined.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

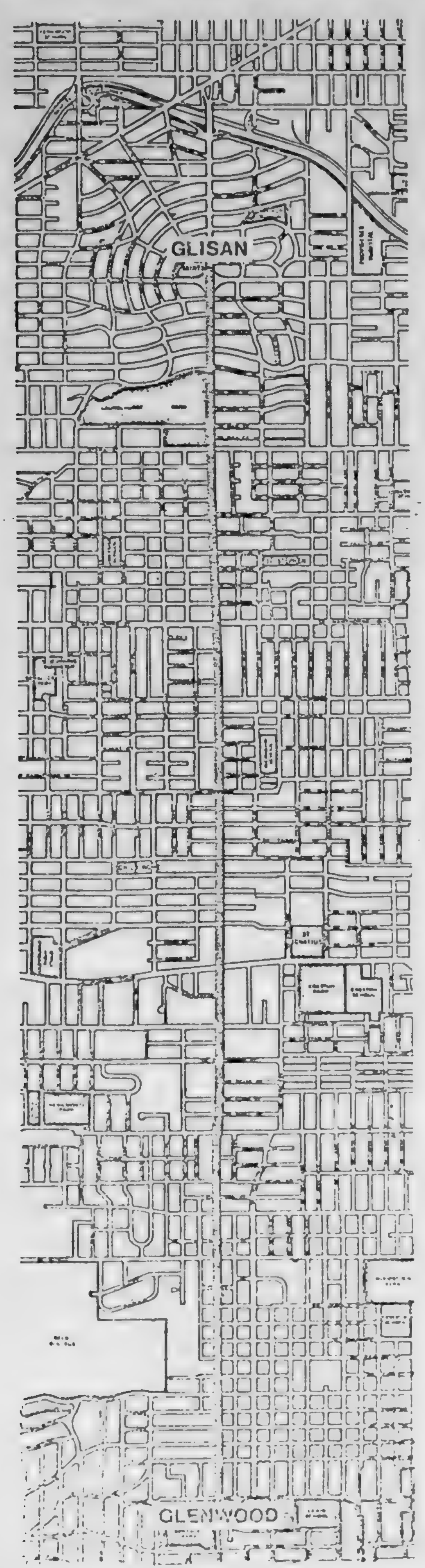
Impact on pump island location at two gas stations where R/W is required.

Name of Preparer and Phone Number: Tom Loeber 238-7438



VANCOUVER
FOURTH PLAIN
MILL PLAIN
COLUMBIA BLVD
LOMBARD
WILLAMETTE BLVD
PORTLAND BLVD
INTERSTATE
UNION
ALBERTA
PRESCOTT
FREMONT
KNOTT
BROADWAY
HALSEY
BURNSIDE
GLISAN
STARK
HAWTHORNE
DIVISION
POWELL
HOLGATE
WOODSTOCK
FOSTER
FLAVEL
TACOMA
ST HELENS
THOMPSON
SPRINGVILLE
CORNELL
SUNSET FREEWAY
CANYON
BEAVERTON HILLSDALE HIGHWAY
VERMONT
MULTNOMAH
TAYLORS FERRY
BEAVERTON
ALLEN
TIGARD
BULL MOUNTAIN
KING CITY
TUALATIN
LAKE OSWEGO
COUNTRY CLUB
MILWAUKEE
HAPPY VALLEY
GLADSTONE
CLACKAMAS RIVER DRIVE
NORTH
PORTLAND

39th AVENUE CORRIDOR PROJECT



PURPOSE

The intention of this notice is to inform you that the Portland Bureau of Planning has concluded its planning work on the 39th Avenue Corridor Project. The proposed alternatives will now be presented to and reviewed by the Portland City Council. A public hearing will also be conducted at the same time.

TIME & PLACE

The City Council's consideration of the 39th Avenue Corridor Project will take place in the morning session on Wednesday, December 12, 1979 in the Council Chambers of City Hall (1220 SW Fifth Avenue, Portland, OR).

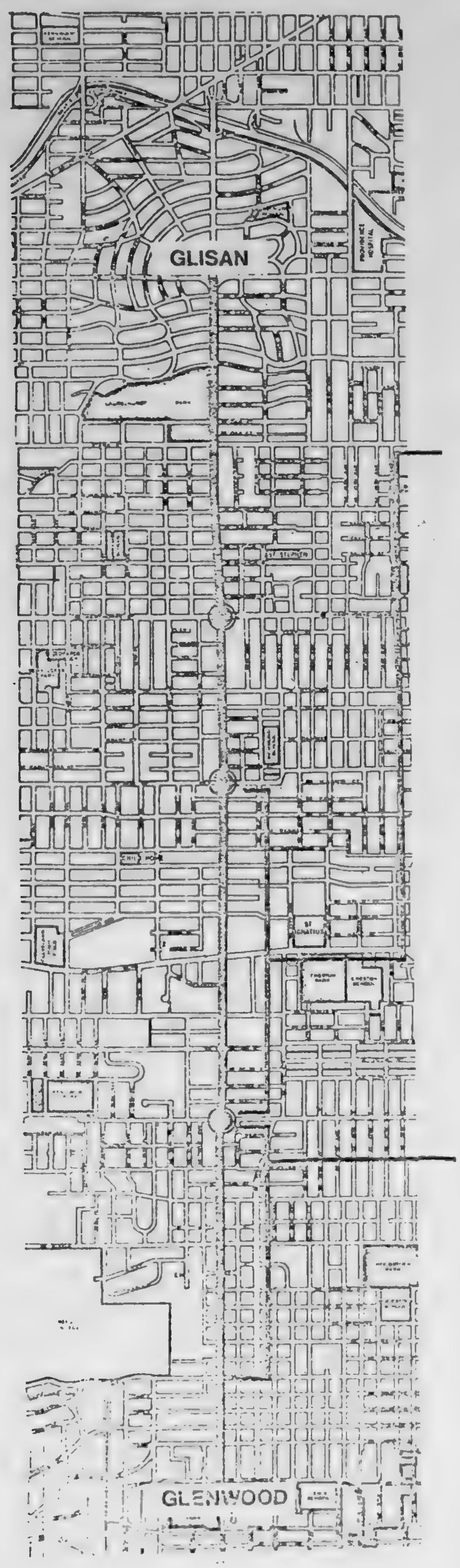
PROJECT

The 39th Avenue Corridor Project extended from NE Glisan to SE Glenwood Street. The principle objective of this project was to provide for the efficient movement of traffic along 39th Avenue while reducing through trips on Neighborhood Collectors. In addition, the project sought to improve transit and pedestrian movement. The project will cost approximately $1.8 million. This project is funded from Mt. Hood Transfer monies and is a component of the Eastside Transportation Plan.

The following explanations describe the major components of this project.

Noted By Chuck [illegible]

PROJECT PROPOSALS



LEFT-TURN LANES ◎

Left-turn lanes are proposed at three locations along 39th Avenue: Hawthorne, Division and Holgate. Left-turn lanes will be provided at each of these locations for both east and west bound left-turns. At each of the intersections 10 feet of additional right of way will be required. This right of way is being acquired only from commercial establishments. The objective of providing convenient left-turns is to keep unnecessary traffic off neighborhood streets by providing convenient left-turns onto major arterials.

PAVEMENT OVERLAY

Three stretches along 39th Avenue require repaving. These areas are Stark to Hawthorne, Division to Holgate and Holgate to Glenwood. Both the Stark to Hawthorne and Holgate to Glenwood portions are currently funded within the City's capital improvement budget; to be completed in the summer of 1980. The remaining portion of Division to Holgate is proposed for this project.

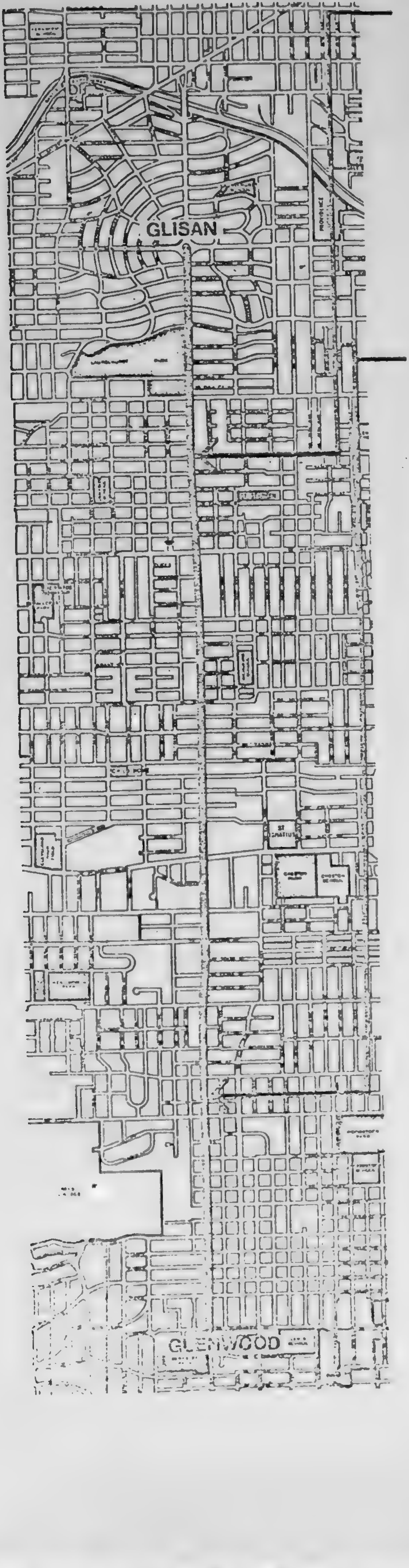
CROWN RECONSTRUCTION

Crown reconstruction is proposed for 41 locations along the length of 39th Avenue. This improvement will remove the intersecting street "crown" from the adjacent through street. This improvement will flatten out the irregular bumps currently in the roadway.

STREET SIGNING/STRIPING IMPROVEMENTS

Due to the merging and confusion caused by the striping of four lanes at the intersection of Steele and Woodstock (i.e. striping changes from two lanes to four lanes), a new approach is proposed. The new system would provide for a two lane road south of Holgate. At the intersections of Steele and Woodstock a left-turn lane would be provided. This improvement requires no right of way acquisition.

PROJECT PROPOSALS



LANDSCAPING/SIDEWALK WIDENING

Landscaping and sidewalk widening are proposed for the block in front of Albertson's parking lot at 39th and Belmont. A total of 10 feet will be acquired that will provide for a 10 foot sidewalk and a strip of trees to camoflage the parking lot.

ON STREET PARKING ADDITIONS

Approximately 100 feet of on-street parking will be allowed on 39th Avenue between SE Insley and SE Steele on the southern end of the block. This on-street parking will be allowed on both the east and west sides of the street. This recommendation is made following specific requests from the adjacent Neighborhood Association.

STREET LIGHT CONVERSIONS

Street light conversion is proposed for the entire length of 39th Avenue. The street lights will be converted from traditional mercury vapor to high pressure sodium vapor bulbs. No changes in the intensity or direction of the lighting will result from this change. The conversion will provide for an energy savings of 50% below existing lighting costs.

QUESTIONS

If you have any questions about the presentation or the project, please call Lee Hames, Planning Bureau, at 248-4254.

9445

December 22, 1973

City of Portland
1220 S.W. Fifth Ave.
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning the S.E. Holgate Boulevard-N.E. Glisan Street Section of S.E. 39th Avenue, FAU 9699, in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreement attached)

9445

2,

October 12, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: R. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the October 24th meeting will be six requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone is requesting a $25,000 project to construct a concrete stairway between Gatfield Road and Hull Avenue.

A $71,500 project to widen 42nd Avenue and King Road and to channelize Harrison Street is being requested by Milwaukie.

Three requests were received from Portland: (1) a $200,000 preliminary engineering project to prepare contract documents for a project to reduce noise in the Going Street Neighborhood, (2) a $1,506,100 project to widen and improve a 2.50 mile segment of S. E. 39th Avenue, and (3) an $525,000 project to install traffic signals at 3 intersections, replace and remodel existing signals at 2 intersections, and provide left-turn refuges as needed-all on the Beaverton-Hillsdale Highway.

Clackamas County's request is for a $356,000 project to widen a 0.6 mile segment of Lake Road to a 40-foot paved section.

Interstate Transfer funds for these projects are estimated at $2,307,900, with Local Government providing all of the required $375,700 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:pf

bcc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

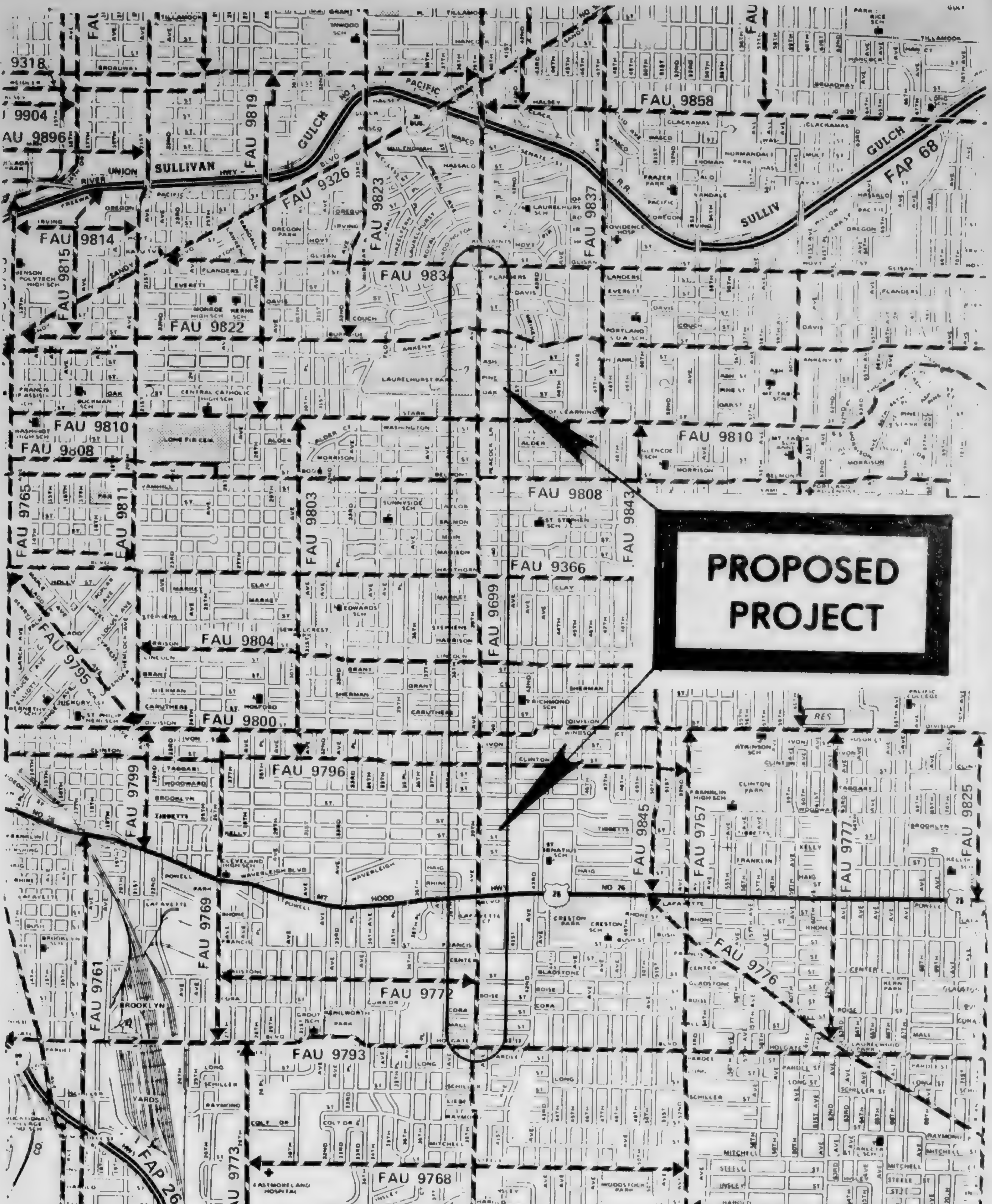
CITY OF PORTLAND
Proposed Interstate Transfer Project

S.E. Holgate Blvd.-N.E. Glisan Street Section
S.E. 39th Avenue, FAU 9699
Grade, Pave, Signals, Illumination, Signing & Striping
2.50 miles
$1,506,100

This project consists of reconstructing intersections and roadway where necessary to provide a four-lane street with left-turn lanes, bus pull-outs where needed, rebuilt curbs and sidewalks, and transit signal advantage at major cross streets. Right-of-way will be acquired as a participating cost of the project.

City will perform preliminary and construction engineering.

78-g
10-12-78



PROPOSED PROJECT

94216

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon DOT, Hwy Div

PROJECT TITLE: SE Glisan SE Holgate Blvd

DATE: August 1, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-10-78 Copies to:
G. L. Green
~~H.~~ S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
William Geibel
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
AUG 10 '78
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
6-28-78

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 132 Due Date: ____________

39th Ave Portland [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (✓) Please coordinate the implementation of the proposal with us.
- (✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The Noise Control Section of the DEQ is concerned about possible noise impacts to residential property in the areas where 39th Avenue is to be widened. We suspect that homes along 39th Avenue are presently impacted by high noise levels. If at all possible, this project should be constructed so there is an overall decrease in the noise impact to 39th Avenue residents.

Agency ____________________ By Howard [illegible] Harris

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 1320 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUL 3 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ________________ By ________________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: Jul 22 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The agency Environmental Section should coordinate the protection of cultural resources with the [illegible]

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET S.E.
SALEM, OREGON 97310

By David G Talbot

(#2) 9445

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 28, 1978

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

J L Gaither

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.E. Glisan-S.E. Holgate Blvd.
Highway: FAU-9699, S.E. 39th Ave. (Portland)
County: Multnomah

RECEIVED
STATE HWY ENGR
JUN 29 '78
REFER TO
FOR
Info Inves R&D D.R. Sign Act File

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 28, 1978.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 1. E. L. Hardt
District 2 : W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. E. Glisan-S.E. Holgate Blvd.

11 12] PROJECT LOCATION—CITY: FAU-9699
S.E. 39th Ave. (Portland) | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project would consist of widening where needed to create left turn lanes and bus
06 12] pullouts, adding a "Transit Preference" phase to some signals, adding a left turn [71
indication to some signals, and reconstructing crowns at some intersections. The
07 12] project would include some new curbs, sidewalks, and pavement, signal equipment, [71
striping, and additional right-of-way. No work will be done between Flanders and
08 12] Stark by this project. Resigning and restriping at Glisan Street and S.E. 39th [71
Avenue is included in the project. S.E. 39th Avenue intersections with Belmont
09 12] Street, Hawthorne Boulevard, Division Street and Clinton Street, would be improved. [71
10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,158,500		94,300	94,300		1,347,100

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 28, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July | 43] DAY [44: 28 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 28, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9699(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 20, 1978

Section SE Glisan-SE Holgate Blvd (Portland) Unit (if appl)

County Multnomah FAUS City

Highway FAU 9699-SE 39th Avenue 0726 State Hwy. No. FAUS 9699

Termini: M.P.(if appl) Length 2.50 miles

Region I Construction Estimate $1,347,100 FAUS Program Amount

---

B. Purpose of Project: To improve traffic safety and transit operations on a narrow, heavily signalized arterial street, to provide left turn lanes at several major arterials which cross S.E. 39th Avenue and to provide bus pullouts so that busses will not impede traffic when stopped for passengers. With the completion of this project and others mentioned on page 2, 5 of 6 "no left turn" intersections between Stark and Holgate would be eliminated.

C. Origin & History of Project: 39th Avenue is the only unbroken north-south street in East Portland between the McLoughlin-Union corridor and 82nd Avenue. As a result, much of the north-south traffic in the Southeast Portland uses 39th Avenue. Left turns are either difficult or prohibited at most major cross streets causing many left turns to be made onto local residential side streets. Tri-Met busses presently must make their stops in the travel lane. The proposed improvements are in response to requests from local neighborhood associations.

D. General Description of Project: The project would consist of widening where needed to create left turn lanes and bus pullouts, adding a "Transit Preference" phase to some signals, adding a left turn indication to some signals, and reconstructing crowns at some intersections. The project would include some new curbs, sidewalks, and pavement, signal equipment, striping, and additional right-of-way. No work will be done between Flanders and Stark by this project. Resigning and restriping at Glisan Street and S.E. 39th Avenue is included in the project. S.E. 39th Avenue intersections with Belmont Street, Hawthorne Boulevard, Division Street and Clinton Street, would be improved.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Proposed: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT 24,450 ; Projected ADT 27,000 ; Yr. 1990

Existing Level of Service ______

Proposed Facility: Projected ADT 27,000 ; Yr. 1990

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 7
Yes, No

Acres 0.6 ; Type of Relocation Req. residential ; No. one

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local sources

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Project 3-62-870 of 1977 - 1982 Public Works Capital Improvement Program (PWCIPO
as adopted by Portland City Council.

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

No build on one or more of the intersections involved

Other Descriptive Information or Comments: S.E. 39th Avenue is identified as a major traffic street and major transit street, a boulevard and a pedestrianway in the Arterial Street Classification Policy. Three other minor improvements are under development within the limits of the proposed project as parts of other projects. They are: signal modifications at 39th and S.E. Division Street, and 39th and S.E. Belmont Street (survey prefix 326-1909); signal work and widening on the east side of S.E. 39th Avenue between S.E. Oak and S.E. Alden (survey prefix 326-1933), and widening on the east side of the Powell Boulevard-S.E. 39th Avenue intersection--north and south of Powell (survey prefix 26-1997). Two small businesses would be structurally impacted, losing at least part of their buildings and parking. The degree of impact and legal or cost consequences is not predictable at this time.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: From Stark to Glisan, parking strips (area between curb and sidewalk) contain maintained lawns and mature deciduous trees. A 160 foot diameter area in the center of a traffic circle at Glisan is planted with lawn, shrubs and mature trees. Most of the buildings between Stark and Holgate are built up to or very near the inner edge of the sidewalk. There is little landscaped area and there are no open areas adjacent to 39th between the project termini south of Stark, and no natural or undisturbed areas.

2. Cultural: Land fronting S.E. 39th Avenue is developed with a mixture of single family residences and apartments. Commercial nodes are located at the following cross streets: Stark, Belmont, Hawthorne, Division, Powell, Gladstone, and Holgate. Taverns, food markets (four supermarkets), gas stations, banks, fast food outlets and other small commercial establishments are located within the commercial nodes. The Belmont Branch Library is located at Taylor Street, a church at Stephens Street, and a Masonic Temple is located at Hawthorne Boulevard. Laurelhurst Park is adjacent to the west side of S.E. 39th Avenue from Stark Street to Ankeny Street. Between Stark Street and Holgate Boulevard there are 23 cross streets, 9 of which are signalized--6 with no left turns; another 12 streets intersect with 39th to form 3-legged intersections.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: 6 business sites will be impacted, 2, possibly 3, structurally; major costs may be involved in some cases. One single family residence would be acquired,

2. Estimated Impact on Traffic Patterns: Left-turn lanes should reduce traffic on local streets and would allow left turn movements at the improved intersections where there is presently no left turn permitted. Capacity at these intersections would be increased.

Consequences--Air Quality, Noise, Safety, etc.: Air quality would be little affected by the proposed project, but safety on S.E. 39th Avenue and on local streets should be considerably enhanced. Noise on local streets should be reduced.

3. Estimated Impact on Land Use:

No change in land use would result

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

A few small areas of lawn, shrubs, and trees may be removed at bus pullouts and left turn lane locations.

Consequences:

Minimal

5. Expected Impact on Cultural and Scenic Resources:

Reduced traffic on local neighborhood streets

Consequences:

Some reduction of congestion on local residential streets presently used by left turn traffic, resulting in a more pleasant environment.

6. Preliminary Identification of Areas of Critical Concern:

None of critical concern, although right-of -way acquisition may arouse concern of affected owners.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - An indirect source construction permit from the Department of Environmental Quality would be required, but air quality would not be much affected by the proposed project.

b. Noise Standards - Noise levels on S.E. 39th Avenue would not significantly change at most receptors. However, a noise study would be required.

c. Water Quality Standards - The project will not alter existing conditions.

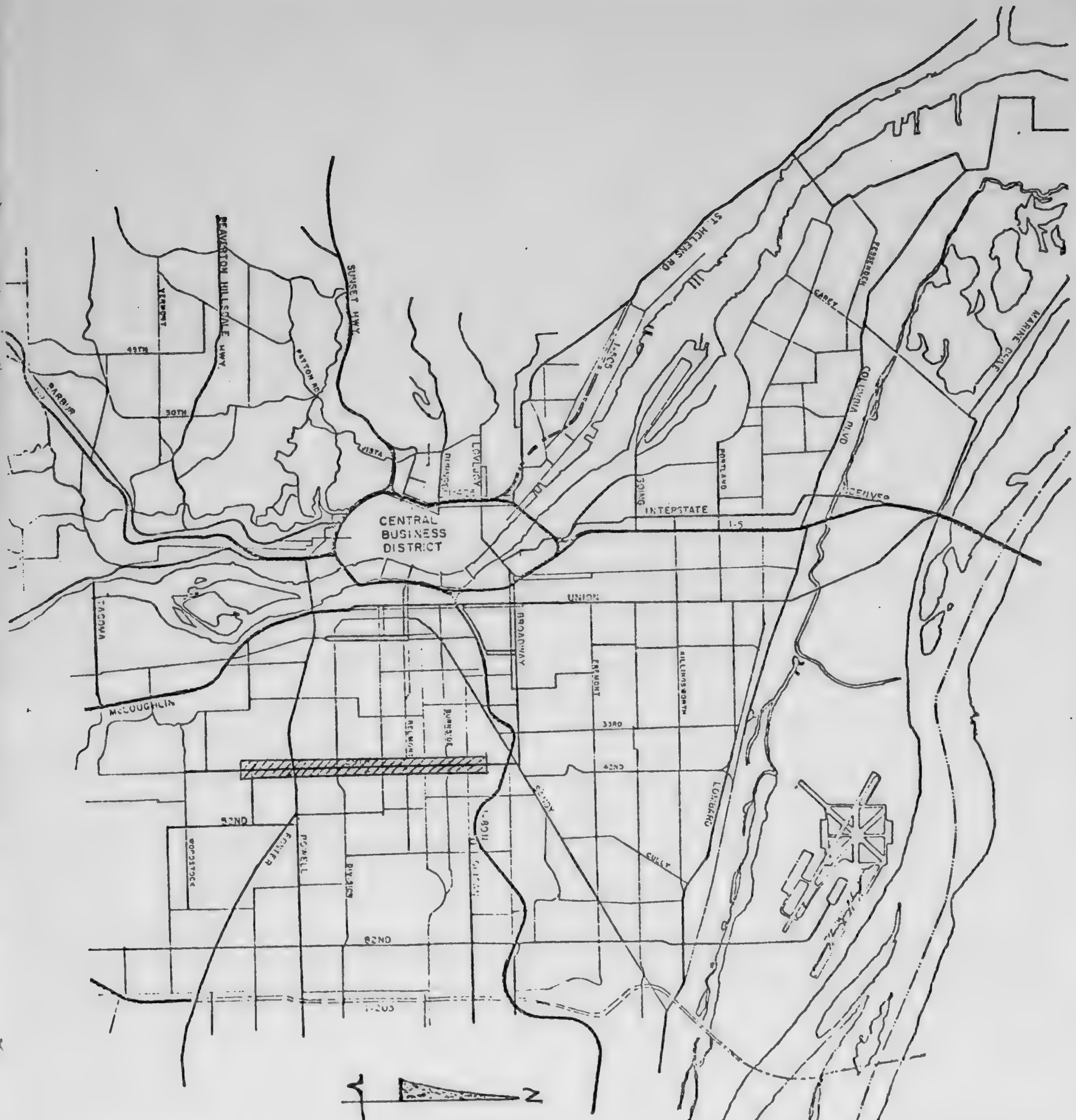
d. Area Land Use and Transportation Plans, and Zoning - The project is consistent with Portland's Arterial Streets Classification Policy which classifies S.E. 39th Avenue as a major city traffic street and a major city transit street.

C. Recommended Type of Action and Documentation:

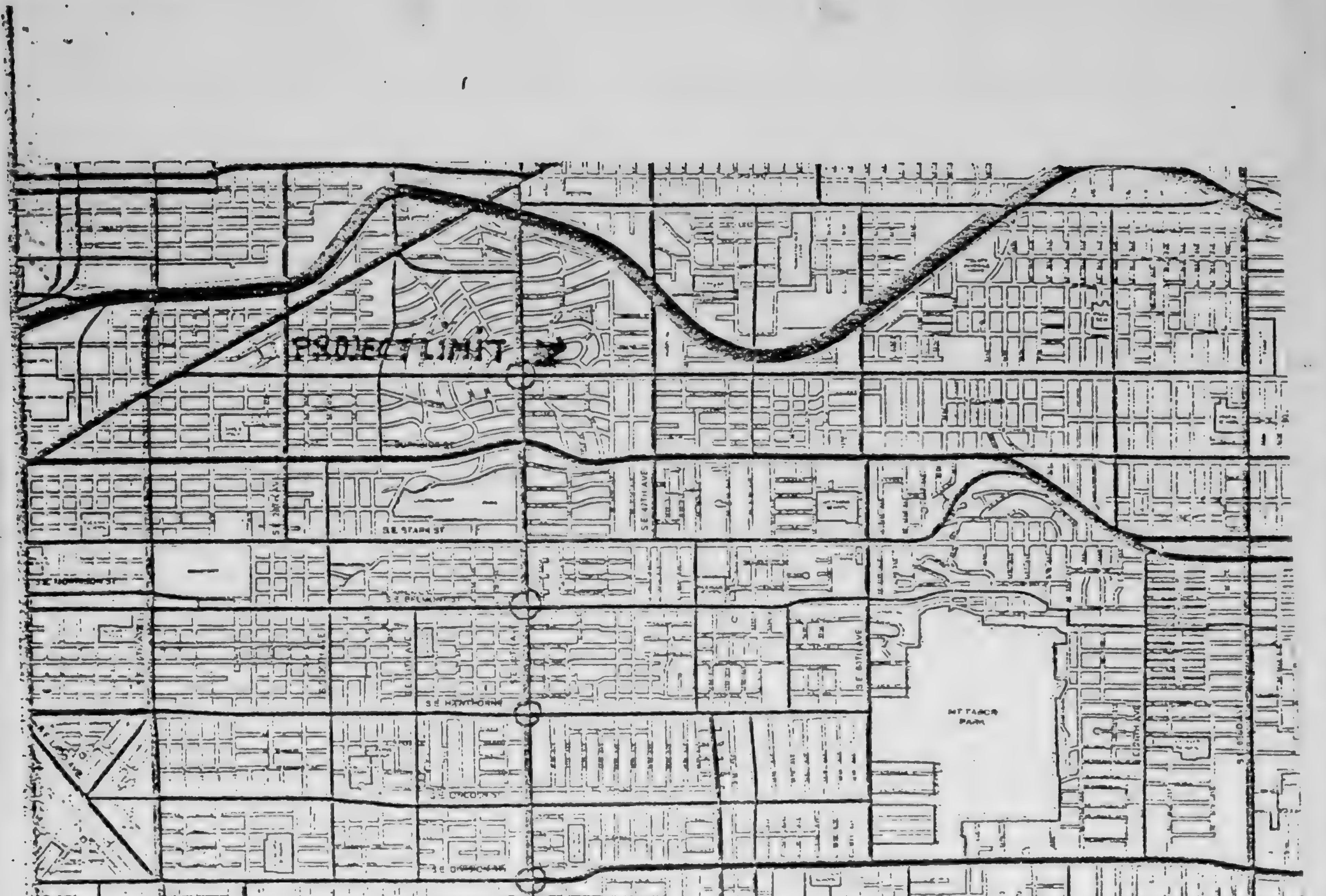
------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Since the project would have only local, temporary and minor impact on the human environment it is recommended that it be an assessment only action.

D. Recommended Project Category: _____ 1 _____ 2 _x_ 3 _____ 4



VICINITY MAP



RIALS AND COLLECTORS

Form FHWA 121 (Rev. 5-73) 9445

Portland

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 23, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project M-9699(-)
Project Assessment
SE Glisan-SE Holgate Blvd (Portland)
FAU 9699-SE 39th Avenue 0726
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

I have reviewed the assessment for this project as submitted with your June 20 letter. I agree with the classification and type of environmental document proposed.

R. V. Reid
G. L. Green for

cc:
ODOT (Moehring, Proj Mgmt)
ODOT (Metro, Env.)

Environmental
June 29, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
Ed Hardt
Maury Payne
Gerald Wimer
B. L. Gifford (2)
Jef Kaiser

Versteeg
Christensen copy
George
Olson
Terpin
Sullivan copy
Scott
Savage

RECEIVED
JUN 29 1978
ENGINEERING SECTION

Trout copy
Do Not File ☐
Return To
Bring Up ___/___/___
Action

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9699(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 20, 1978

Section SE Glisan-SE Holgate Blvd (Portland)

Unit (if appl)

County Multnomah FAUS

City

Highway FAU 9699-SE 39th Avenue 0726

State Hwy. No. FAUS 9699

Termini: M.P.(if appl)

Length 2.50 miles

Region I

Construction Estimate $1,347,100 FAUS
Program Amount

B. Purpose of Project: To improve traffic safety and transit operations on a narrow, heavily signalized arterial street, to provide left turn lanes at several major arterials which cross S.E. 39th Avenue and to provide bus pullouts so that busses will not impede traffic when stopped for passengers. With the completion of this project and others mentioned on page 2, 5 of 6 "no left turn" intersections between Stark and Holgate would be eliminated.

C. Origin & History of Project: 39th Avenue is the only unbroken north-south street in East Portland between the McLoughlin-Union corridor and 82nd Avenue. As a result, much of the north-south traffic in the Southeast Portland uses 39th Avenue. Left turns are either difficult or prohibited at most major cross streets causing many left turns to be made onto local residential side streets. Tri-Met busses presently must make their stops in the travel lane. The proposed improvements are in response to requests from local neighborhood associations.

D. General Description of Project: The project would consist of widening where needed to create left turn lanes and bus pullouts, adding a "Transit Preference" phase to some signals, adding a left turn indication to some signals, and reconstructing crowns at some intersections. The project would include some new curbs, sidewalks, and pavement, signal equipment, striping, and additional right-of-way. No work will be done between Flanders and Stark by this project. Resigning and restriping at Glisan Street and S.E. 39th Avenue is included in the project. S.E. 39th Avenue intersections with Belmont Street Hawthorne Boulevard, Division Street and Clinton Street, would be improved.

Alignment: New ____ Existing x ____ Combined ____

Typical Section: Existing: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Proposed: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT 24,450 ; Projected ADT 27,000 ; Yr. 1990

Existing Level of Service ____

Proposed Facility: Projected ADT 27,000 ; Yr. 1990

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 7
Yes, No

Acres 0.6 ; Type of Relocation Req. residential ; No. one

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local sources

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Project 3-62-870 of 1977 - 1982 Public Works Capital Improvement Program (PWCIPO as adopted by Portland City Council.

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

No build on one or more of the intersections involved

Other Descriptive Information or Comments: S.E. 39th Avenue is identified as a major traffic street and major transit street, a boulevard and a pedestrianway in the Arterial Street Classification Policy. Three other minor improvements are under development within the limits of the proposed project as parts of other projects. They are: signal modifications at 39th and S.E. Division Street, and 39th and S.E. Belmont Street (survey prefix 326-1909); signal work and widening on the east side of S.E. 39th Avenue between S.E. Oak and S.E. Alden (survey prefix 326-1933), and widening on the east side of the Powell Boulevard-S.E. 39th Avenue intersection--north and south of Powell (survey prefix 26-1997). Two small businesses would be structurally impacted, losing at least part of their buildings and parking. The degree of impact and legal or cost consequences is not predictable at this time.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: From Stark to Glisan, parking strips (area between curb and sidewalk) contain maintained lawns and mature deciduous trees. A 160 foot diameter area in the center of a traffic circle at Glisan is planted with lawn, shrubs and mature trees. Most of the buildings between Stark and Holgate are built up to or very near the inner edge of the sidewalk. There is little landscaped area and there are no open areas adjacent to 39th between the project termini south of Stark, and no natural or undisturbed areas.

2. Cultural: Land fronting S.E. 39th Avenue is developed with a mixture of single family residences and apartments. Commercial nodes are located at the following cross streets: Stark, Belmont, Hawthorne, Division, Powell, Gladstone, and Holgate. Taverns, food markets (four supermarkets), gas stations, banks, fast food outlets and other small commercial establishments are located within the commercial nodes. The Belmont Branch Library is located at Taylor Street, a church at Stephens Street, and a Masonic Temple is located at Hawthorne Boulevard. Laurelhurst Park is adjacent to the west side of S.E. 39th Avenue from Stark Street to Ankeny Street. Between Stark Street and Holgate Boulevard there are 23 cross streets, 9 of which are signalized--6 with no left turns; another 12 streets intersect with 39th to form 3-legged intersections.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: 6 business sites will be impacted, 2, possibly 3, structurally; major costs may be involved in some cases. One single family residence would be acquired,

2. Estimated Impact on Traffic Patterns: Left-turn lanes should reduce traffic on local streets and would allow left turn movements at the improved intersections where there is presently no left turn permitted. Capacity at these intersections would be increased.

   Consequences--Air Quality, Noise, Safety, etc.: Air quality would be little affected by the proposed project, but safety on S.E. 39th Avenue and on local streets should be considerably enhanced. Noise on local streets should be reduced.

3. Estimated Impact on Land Use:

   No change in land use would result

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources:

   A few small areas of lawn, shrubs, and trees may be removed at bus pullouts and left turn lane locations.

   Consequences:

   Minimal

5. Expected Impact on Cultural and Scenic Resources:

   Reduced traffic on local neighborhood streets

   Consequences:

   Some reduction of congestion on local residential streets presently used by left turn traffic, resulting in a more pleasant environment.

6. **Preliminary Identification of Areas of Critical Concern:**

None of critical concern, although right-of-way acquisition may arouse concern of affected owners.

7. **Potential for Controversial Issues:**

None

8. **Potential for Consistency of Proposal With:**

   a. **Clean Air Implementation Plans** - An indirect source construction permit from the Department of Environmental Quality would be required, but air quality would not be much affected by the proposed project.

   b. **Noise Standards** - Noise levels on S.E. 39th Avenue would not significantly change at most receptors. However, a noise study would be required.

   c. **Water Quality Standards** - The project will not alter existing conditions.

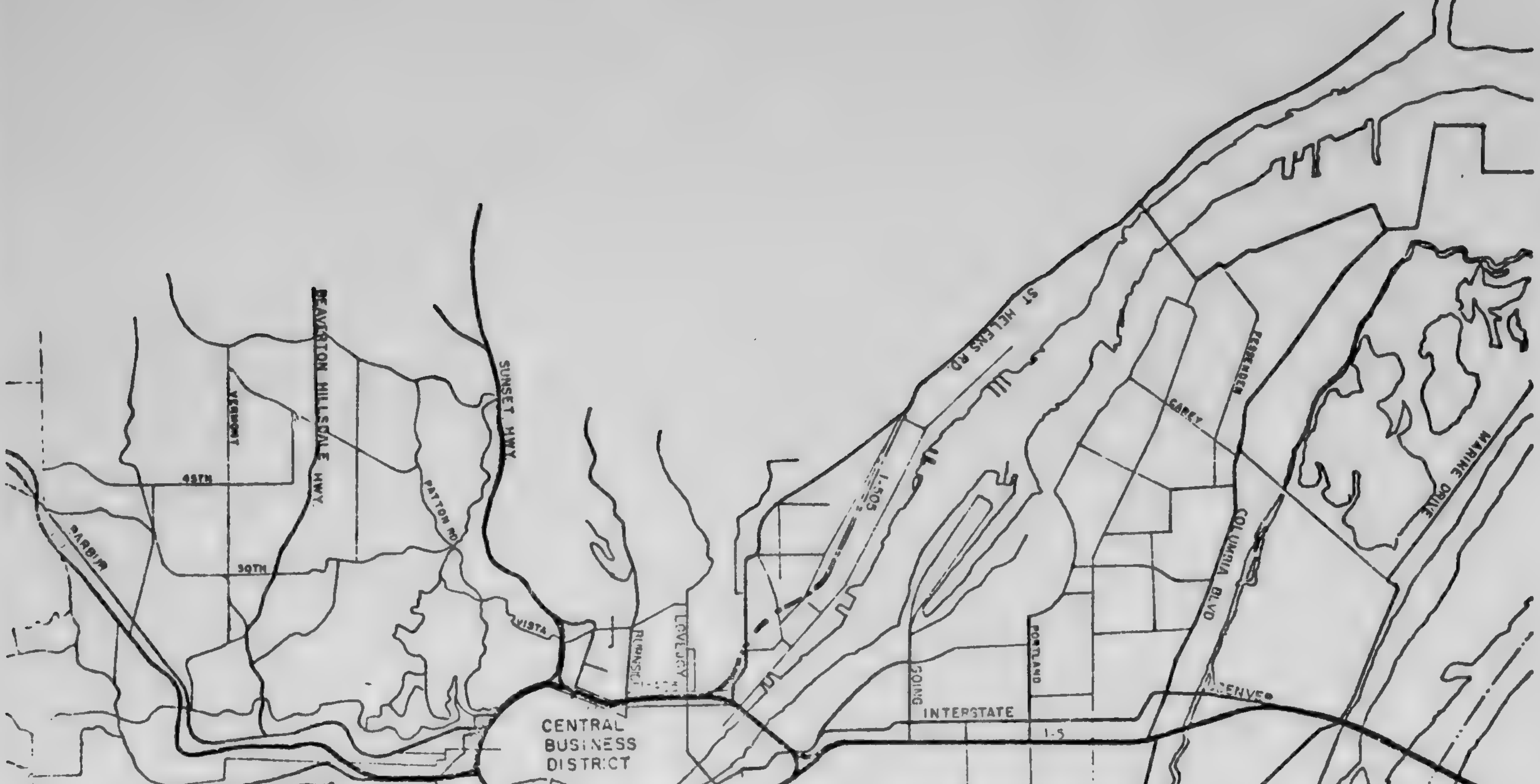
   d. **Area Land Use and Transportation Plans, and Zoning** - The project is consistent with Portland's Arterial Streets Classification Policy which classifies S.E. 39th Avenue as a major city traffic street and a major city transit street.

C. Recommended Type of Action and Documentation:

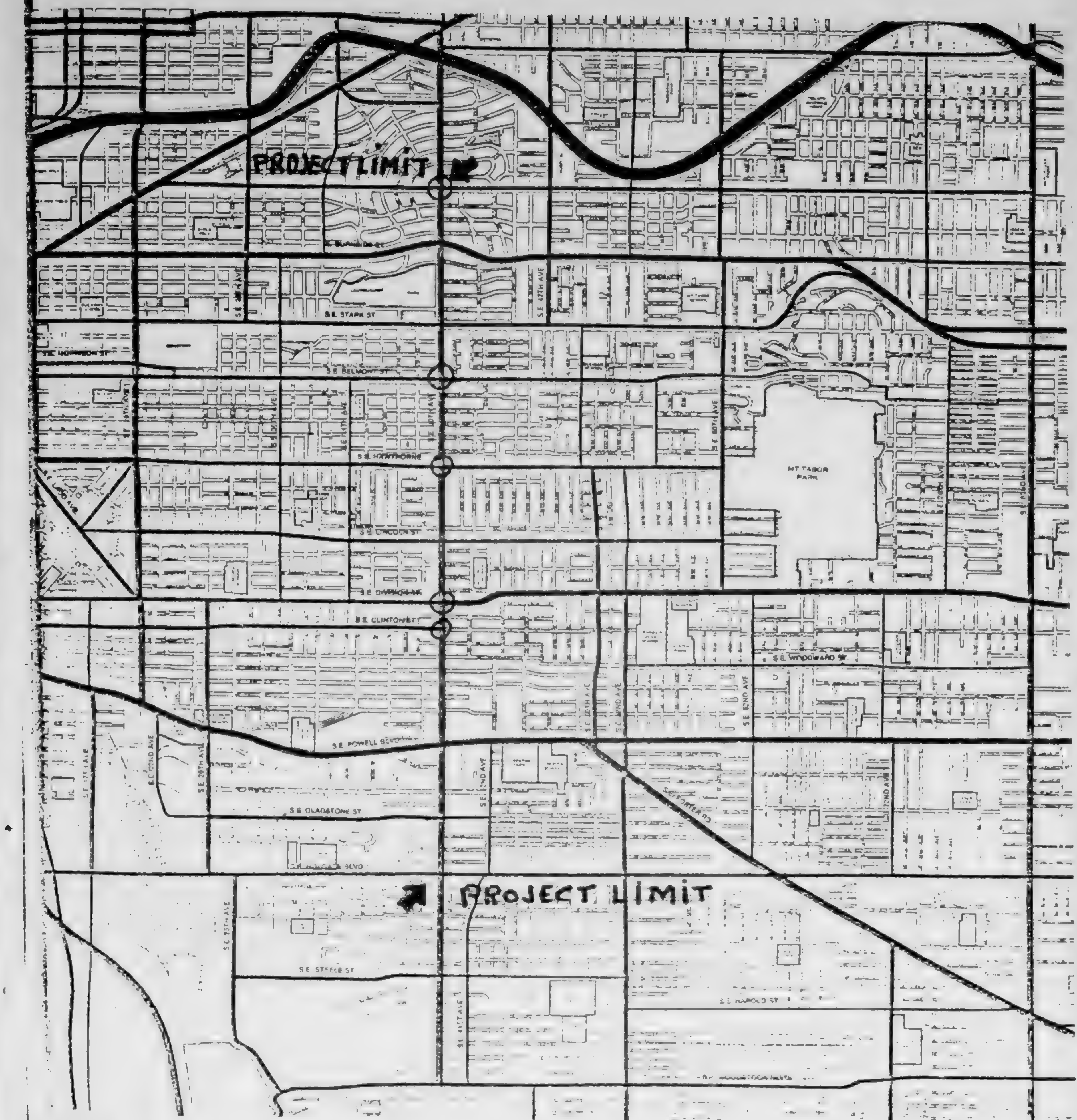
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Since the project would have only local, temporary and minor impact on the human environment it is recommended that it be an assessment only action.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4



VICINITY MAP



RIALS AND COLLECTORS

1982 John Day State Airport. 9446
Crosswind Runway. (Grad., Pav.,
Fence & Light.)

C+A 7474

6-29-83
5-18-82
4-9-81
10-10-85

MISC. CONTRACTS an
AGREEMENTS No. 7474

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 17, 1985, approved Addendum No. 4 to a Memorandum of Understanding with the Aeronautics Division covering the John Day State Airport. Addendum deletes the language referring to the hangar site lease. (Approved by Duane Christensen for State Highway Engineer.)

2) On July 3, 1985, approved a Letter of Agreement with the Rogue Valley Council of Governments correcting Supplemental Agreement No. 1 dated May 21, 1985, to continue the transportation study in the Medford-Central Point area for Fiscal Year 1985. Letter of Agreement corrects the total PL funds to $45,292.74 of Federal Funds and $5,557.98 of State matching money.

3) On August 14, 1985, signed a letter of agreement with the City of Grants Pass and Josephine County covering jurisdictional responsibilities upon completion of the Foothills Boulevard, Redwood Highway Spur. (Signed by E. S. Hunter, Acting State Highway Engineer.)

4) On September 4, 1985, signed a personal service contract with CH2M/Hill for preliminary engineering on the Uglow-LeCreole Street (Dallas) Section of the Dallas-Rickreall Highway in Polk County at a cost of $65,806 and Wren Hill Curve Section of the Corvallis-Newport Highway in Benton County at a cost of $56,372. (Approved by the Transportation Commission on May 15, 1984. Signed by Acting State Highway Engineer.)

5) On September 5, 1985, approved a personal service contract with Explosives Service Corporation to do trench excavation and installation of sanitary and storm sewer work on the Park Place to Clackamas Community College Section of the Cascade South Highway in Clackamas County. (Contract No. 9928). Time period: September 5, 1985, to October 4, 1985. Cost not to exceed $2,000. (Bob Bothman approved for Acting State Highway Engineer.)

6) On September 5, 1985, signed a personal service contract with Century West Engineering Corp. for preliminary engineering on the Frog Lake-M.P. 66.9 Section of the Warm Springs Highway in Wasco County at a cost of $108,000 and on the Pelton Dam Road-Rimrock Ranch Section of the Warm Springs Highway in Jefferson County at a cost of $56,900. (Approved by the Transportation Commission on July 31, 1984. Signed by Acting State Highway Engineer.)

7) On September 11, 1985, signed a personal service contract with CH2M/Hill for preliminary engineering on the Ten Mile Passing Bay and Wildwood Drive Left-Turn Lane Section of the Oregon Coast Highway in Coos County at a cost of $40,446 and on the McKenzie Highway Passing Bays Section of the McKenzie Highway in Lane County at a cost of $65,958. (Approved by the Transportation Commission on July 31, 1984.)

8) On September 11, 1985, signed a supplemental agreement with HGE, Inc., covering the Umpqua Highway at M.P. 3.43 in Douglas County. Cost of fixed price changes from $34,960 to $35,700.50. (Approved by the Transportation Commission on May 15, 1984.)

9) On September 13, 1985, signed a supplemental agreement with Chronic & Associates for engineering services on three bridges on the John Day Highway in Grant County. Cost of fixed price changes from $66,482 to $68,194.62. All work shall be done within 150 calendar days. (Approved by Transportation Commission on September 20, 1983.)

10) On September 16, 1985, signed a supplemental agreement with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section (M.P. 10.05 to 10.1) on the McKenzie Highway in Lane County. Calendar days are changed from 230 to 352. (Original agreement approved by Transportation Commission on May 15, 1984.)

11) On September 16, 1985, established certain speed zones on the Pacific Highway West, east and west city limits of Dundee, Yamhill County. (Speed Zone Order No. 921).

12) On September 23, 1985, established certain speed zones on the Scholls Highway in the vicinity of Beaverton and Tigard in Washington County, including a 20 mile-per-hour speed zone when children are present at certain sections. Rescinds Speed Zone Order No. 856 dated February 4, 1981. (Speed Zone Order No. 922).

13) On September 24, 1985, approved an agreement with Union County for sno-park enforcement during the period of 1985-86 at Anthony Lakes and Spout Springs Ski Area vicinities. Agreement will terminate on June 30, 1986.

14) On September 25, 1985, signed Supplemental Contract Agreement No. 2 with Cooper Consultants, Inc., for preliminary engineering services on the Willamette Highway Passing Bay in Lane County. Cost of fixed price changes from $48,750 to $66,136.76. Calendar days are changed from 100 to 220. (Original agreement approved by Transportation Commission on May 15, 1984.)

15) On September 25, 1985, approved an agreement with City of Madras for a hydraulic study on The Dalles-California Highway between "K" Street and Oak Street. City to pay 50 percent of the cost of the study or $2,000 whichever is lesser.

16) On September 26, 1985, approved an Intergovernmental Service Agreement with Central Oregon Community College for a welding seminar on October 15, 1985, at a cost of $590.84.

17) On September 26, 1985, approved an Intergovernmental Service Agreement with Central Oregon Community College for a welding seminar on October 22, 1985. Cost $590.84.

18) On September 26, 1985, approved a personal service contract with Shirley Eads to attend the Governor's Tourism Conference on September 30 and October 1, 1985, and establish contact with key travel industry and Chambers of Commerce representatives from various parts of the State regarding the update of public service information in the 14 gazebos owned by the Travel Information Council and located at Highway Division rest areas.

19) On September 30, 1985, approved an Intergovernmental Service Agreement with Oregon Institute of Technology for a small engine seminar on October 22, 1985, at a cost of $290.00.

Dated this 10th day of October, 1985

Larry Rulien, State Highway Engineer

10-8-85

VICTOR ATIYEH
GOVERNOR

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

June 13, 1985

E. Hunter
Assistant State Highway Engineer
102 Transportation Building
Salem, OR 97310

JOHN DAY STATE AIRPORT

On March 30, 1981 a Memorandum of Understanding was executed between the Highway Division and the Aeronautics Division. It was thereafter modified by Addendum Nos. 1, 2 and 3.

On May 2, 1983, Purchase Order No. 302626 was written to the Highway Bridge Design Section for additional engineering. This work covering items that were added by FAA was finished in August, 1983.

In order to finalize the project, FAA would like to have the work that was covered in the purchase order added to the Memorandum of Understanding as Addendum No. 4. Attached is an addendum for your review and execution. If you have any questions, please contact me at 378-4219.

Sincerely,

PAUL E. BURKET
Aeronautics Administrator

Thomas W. Robertson
Manager
State-owned Airport Operations
and Maintenance

TWR:ls

Enclosures

RECEIVED
STATE HWY ENGR
JUN 17 '85
REFER TO

RECEIVED
STATE HWY ENGR
JUN 14 '85
REFER TO
FOR
Info Inves R/D O/R Sign Act File

RECEIVED
JUN 17 1985
BRIDGE SECTION

6-17-85 [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

57

7-19-83

7-116

9-9 Comm

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action
Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

> On July 19, 1983, I accepted Contract No. 9446 awarded to Western Mixing Company of Eugene in the amount of $238,719 (Alternate B plus option) for the crosswind runway at the John Day State Airport in Grant County.

Dated this ___ day of _________, 1983

____
Paul Burket, Administrator
Aeronautics Division

9-19-83

5

August 26, 1983

Cummings Electric
884 NW Boulder Lane
John Day, OR 97845

CON 5
#9446

Gentlemen or Ladies:

Thank you for your letter of August 23, 1983, informing us that the claim filed by your company has been paid.

This was in connection with the Western Mixing Co., Contract No. 9446 for the John Day State Airport Crosswind Runway in Grant County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P.O. Box 1396
Eugene, OR 97401

bc: Paul Burket

FILED 8-26-83
BK

Cummings Electric
844 N.W. Boulder Lane
John Day, Oregon 97845

August 23, 1983

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportaton Building
Salem, Oregon 97310

Mr. Gormsen

This is to inform you that the claim filed by Cummings Electric against Western Mixing Co., CON 5 #9446 has been paid as of this date August 23, 1983.

Yours truly,

Cummings Electric

RECEIVED
AUG 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] CL83-160

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 22 1983
NORMA PAULUS
SECRETARY OF STATE

August 18, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9446

Cummings Electric
884 NW Boulder Lane
John Day, OR 97845

Gentlemen:

This will acknowledge your letter dated August 1, 1983, indicating that you wish to file a claim against the following contract:

FILED BY:	Cummings Electric
AMOUNT:	$401.01
AGAINST (Prime Contractor)	Western Mixing Co.
CONTRACT NO.:	9446
PROJECT:	John Day State Airport (Crosswind Runway), Grant Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Ward Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also file it with the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Ins. Co.
Bond Department
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

United Pacific Ins. Co.
P.O. Box 1396
Eugene, OR 97401

RECEIVED
AUG 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

CUMMINGS ELECTRIC
804 N.W. Boulder Lane
John Day, Oregon 97845

August 1, 1983

Oregon Department of Transportation
Oregon State Highway Department
Salem, Oregon 97310

Attention: Commission Services

Dear Sirs:

We hereby make a claim against Contract 9446 in the amount of $401.01 for the John Day Airport job as a subcontractor for Western Mixing Co.

Copies of our billing is enclosed.

Yours truly,

Otis Cummings
Cummings Electric

cc: Joe Schleski

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CUMMINGS ELECTRIC
884 N.W. BOULDER LANE
JOHN DAY, OREGON 97845

Date August 1, 1983

To Department of Transportation
Atten: Joe Schleski

Address P.O. Box 850

City La Grande, Oregon 97845

Balance on retainage	$95.81
Interest	1.39
	97.20

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A MINIMUM INTEREST BILLING CHARGE OF 75¢ PER MONTH IS CHARGED ON ACCOUNTS 30 DAYS OR MORE PAST DUE OR 1½% PER MONTH ON THE PRINCIPAL AMOUNT (18% PER YEAR)

REDIFORM®

STATEMENT

8K 382

CUMMINGS ELECTRIC
884 N.W. BOULDER LANE
JOHN DAY OREGON 97845

Date August 1, 19 83

To Department of Transportation
Atten: Joseph Schleski
Address P.O. Box 850
City La Grande, Oregon 97845

Balance on retainage	$299.	39
Interest	4.	42
	303.	81

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A MINIMUM INTEREST BILLING CHARGE OF 75¢ PER MONTH IS CHARGED ON ACCOUNTS 30 DAYS OR MORE PAST DUE OR 1½% PER MONTH ON THE PRINCIPAL AMOUNT (18% PER YEAR)

REDIFORM®

STATEMENT

8K 832

OREGON STATE HIGHWAY DEPARTMENT

TO:

Cummings Electric

SUBJECT:
Claims against contract 9446

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: July 26, 1983

I've submitted your claim to Commission Services in Salem. They have called me and rquested a slightly different form.

Would you please write a letter stating that you are making a claim against Contract 9446 in the amount of $_____.

Send the original letter directly to the Commission Services; Transportation Building; Salem, Oregon 97310, with a copy to me.

cc: file

Joe Schlieski
(SIGNATURE)

PLEASE REPLY HERE

See letter attatched

RECEIVED
AUG - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: ______________________

Otis Cummings
(SIGNATURE)

8/1/83
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

CUMMINGS ELECTRIC
884 N.W. BOULDER LANE
JOHN DAY, OREGON 97845

Date July 7 1983

To Department of Transportation
Atten: Joseph Schleski
Address P.O. Box 850
City La Grande, Or. 97850

Balance on retainage	$94.42
Interest	1.39
	$95.81

RECEIVED
JUL 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A MINIMUM INTEREST BILLING CHARGE OF 75¢ PER MONTH IS CHARGED ON ACCOUNTS 30 DAYS OR MORE PAST DUE OR 1½% PER MONTH ON THE PRINCIPAL AMOUNT (18% PER YEAR)

REDIFORM®
8K 882

STATEMENT

CUMMINGS ELECTRIC
834 N.W. BOULDER LANE
JOHN DAY, OREGON 97845

Date July 7 1983

To Department of Transportation
Atten: Joseph Schleski
Address P.O. Box 850
City La Grande, Or. 97850

Balance on retainage	$294.97
Interest	4.42
	$299.39

A MINIMUM INTEREST BILLING CHARGE OF 75¢ PER MONTH IS CHARGED ON ACCOUNTS 30 DAYS OR MORE PAST DUE OR 1½% PER MONTH ON THE PRINCIPAL AMOUNT (18% PER YEAR)

REDIFORM®
8K 882

STATEMENT

FROM

WESTERN MIXING CO.
P. O. Box 7335
EUGENE, OREGON 97401

Phone 342-4751

Message Reply

DATE:

FILE NO.

PRIORITY

☐ URGENT!
☐ SOON AS POSSIBLE
☐ NO REPLY NEEDED

ATTENTION: Joe Schlieski

SUBJECT: Cummins Electric

TO

OSHD
P.O. BOX 850
LA GRANDE, ORE. 97850

MESSAGE

Attached is a copy of pay estimate prepared for Cummins Electric. This payment will be made upon final receipt of payment from OSHD to WESTERN MIXING Co.

I suggest that if MR. Cummins has a claim against WESTERN MIXING Co. he submitt the proper notices to Commission Service. This will protect his rights.

SIGNED: Leo H Senge

DATE OF REPLY:

REPLY TO:

REPLY

Rec'd 7/18/83

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS.

RECEIVED
JUL 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-155

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 12 1983
NORMA PAULUS
SECRETARY OF STATE

August 11, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9446

L & L Excavating
Box 892
Mt. Vernon, OR 97865

Gentlemen:

This will acknowledge your letter dated July 19, 1983, to Joe Schlieski of the Highway Division, filing a claim against the following contract:

FILED BY:	L & L Excavating
AMOUNT:	$3,200
FOR:	Labor
AGAINST (Prime contractor)	Western Mixing Co.
CONTRACT NO.:	9446
PROJECT:	John Day State Airport (Crosswind Runway), Grant Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Ward Insurance Agency

8-22-83 BK

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Western Mixing Co.
P.O. Box 7335
Eugene, OR 97401

United Pacific Ins. Co.
Attn: Bond Department
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Paul Burket
Joe Schlieski

cc: United Pacific Ins. Co.
P. O. Box 1396
Eugene, OR 97401

731-0188

L & L EXCAVATING
Box 892
MT. VERNON, OREGON 97865

932-4854 or 932-4468

Memo
LETTER

To Joe Schlieski
State of Oregon
Hiway Division

Date July 19, 1983
Subject State Airport Project
John Day, Oregon

Joe:

As per your instructions over the phone July 19, 1983, I am submitting a written claim against Western Mixing in the amount of $3200.00 i.e. 40 hrs of standby time at $80.00 per hour.

Bill Heron of Western Mixing assured us of payment, resulting in a force account situation, that arose, and was under control by State of Oregon personell.

This claim follows one submitted March 10, 1983, sent to you also, with Kim Lemons: L&L Excavating as endorser.

Respectfully
Larry Lemons
L&L Excavating

Claim amount $3200.00

SIGNED

RECEIVED
JUL 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

☐ Please reply ☐ No reply necessary

FORM 180-2 Available from [illegible] Inc., Groton, Mass. 01450

7446

Paul Burket
Administrator, Aeronautics Division

June 29, 1983

Robert W. Gormsen
Manager, Commission Services

Addendum No. 3 to a Memorandum of Understanding

MISC. CONTRACTS and
AGREEMENTS No. 7474

Attached for your records is a fully executed copy of Addendum No. 3 to a Memorandum of Understanding dated March 30, 1981, between the Highway Division and the Aeronautics Division concerning the John Day Airport.

We have retained a fully executed copy for the Highway Division's files.

ks
Att.

bc Don Harwell (conf. agree. att.)

6-16-83

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
53239	Terry, Stanley G. & Gladys R.	$ 200.00
	1 Transaction	$ 200.00

(2) Addendum No. 3 to a Memorandum of Understanding between the Highway and Aeronautics Divisions. The addendum authorizes the Aeronautics Division to reimburse the Highway Division an additional $3,674.67 for costs incurred during the preliminary engineering and design phases of the John Day Airport Project. The funds are to be provided by FAA. (Local Government)

(3) In the course of surveying the east boundary of Samuel Boardman State Park in Curry County, two encroachments were found. Both involved residential buildings constructed on park property by adjacent landowners acting upon assumed property line locations. When advised of the encroachment, both retired adjacent owners were cooperative and agreed to pay costs of surveying as necessary to adjust the property line and pay market value for the land area involved. Direct sale of a 0.60-acre parcel to Mr. and Mrs. Joel Berreman at $1,080, and a 1.72-acre parcel to Mr. and Mrs. Paul Hansen at $3,096 will resolve the encroachments to the satisfaction of State Parks. (Parks)

Dated this 16 day of June, 1983

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

APPROVED
E S Hunter
for STATE HIGHWAY ENGINEER
Date 6-10-83

PB
RR
CL
CE
JH
JP
DH
RG
TR
SG
AP FILE

9146 Grant Co.

3/6/81 #9446

AC 150/5370-6A
Appendix 1

Form Approved OMB No. 004-R-0198

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CONSTRUCTION PROGESS AND INSPECTION REPORT
AIRPORT DEVELOPMENT AID PROGRAM

PERIOD ENDING: April 23, 1983

ADAP PROJECT NUMBER: 5-41-0028-01

AIRPORT NAME: John Day State Airport

TYPE OF CONTRACT: Crosswind Runway Const.

CONTRACTOR'S NAME: Western Mixing Co.

1. ROUGH ESTIMATE OF PERCENT COMPLETION TO DATE OF CONSTRUCTION PHASES *(Include items such as clearing, grading, drainage, base, surface, lighting, etc.)*

All work under the original contract has been substantially completed.

2. BRIEF OUTLINE OF WORK COMPLETED OR IN PROGRESS THIS PERIOD

No activity since 12/24/82.

This is the first report since 1/15/83.

3. BRIEF WEATHER SUMMARY THIS PERIOD INCLUDING APPROXIMATE RAINFALL AND PERIODS OF BELOW FREEZING TEMPERATURE *(On earthwork jobs, include soil conditions)*

4. CONTRACT TIME

NO. DAYS CHARGED TO DATE	LAST WORKING DAY CHARGED (DATE)
207	12/24/82

5. BRIEF SUMMARY OF LABORATORY AND FIELD TESTING THIS PERIOD

Tom Robertson reviewed illumination system on crosswind runway and accepted the clean-up work as performed by the contractor.

6. DESCRIBE ANTICIPATED WORK BY CONTRACTOR FOR NEXT PERIOD

Resume work order issued 4/21/83. Calendar day count resumes 5/2/83.

Required 5 day notification from contractor prior to commencing work.

7. PROBLEM AREAS/OTHER COMMENTS *(Revisions to plans and specifications approved or denied, delays, difficulties, etc.)*

The only remaining work to be completed is the installation of the illuminated windcone and the relocation of the segmented circle.

Field Engineering to date - - - - $20,800 or 95%.
Anticipate at this time that remaining inspection will be performed by Tom Robertson of Aeronautics Division if his schedule permits.

This is first report since 1/15/83.

SPONSOR'S INSPECTOR OR REPRESENTATIVE

DATE	TYPED OR PRINTED NAME AND TITLE	SIGNATURE
4/21/83	Joseph A. Schlieski	Joseph A. Schlieski

FAA Form 5370-1 (4-80) SUPERSEDES PREVIOUS EDITION

RECEIVED
APR 25 1983
CONSTRUCTION SECTION
OM
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John Day

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 14

April 19, 1983

1 Versteeg ✓
Anderson Copy
Adams
Macnab Copy
1 Stoudenmeyer
Terpin
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RECEIVED
APR 20 1983
ROAD DESIGN
SECTION

Do Not File
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Bring Up
Action

Paul E. Burket
Aeronautics Administrator
Oregon Aeronautics Division
3040 25th Street SE
Salem, OR 97310

ATTENTION: Thomas W. Robertson, Manager
Airport Operations & Maintenance

Design and Construction Costs Estimate
for LIRL and VASI Systems
John Day State Airport
Grant County

In response to your request for a cost estimate for engineering services to perform work as outlined in your letter dated April 14, we submit the following:

$ 3,000	Bridge Design (Electrical plans and specifications)
3,000	Final Design (Final plans, specifications, printing and field engineering)
4,300	Project Manager (10 percent of construction costs)
$10,300	TOTAL

Assuming a $43,000 contract, the design cost will amount to approximately 14 percent of the contract.

It is our understanding that the contract between the State and the Contractor needs to be signed on or before June 30, 1983. Please inform us as soon as possible of your decision. We will need approximately three weeks to prepare a preliminary set of plans and two to three weeks thereafter to make corrections and prepare the bidding plans and specifications.

Walter J. Hart, P.E.
Bridge Engineer

cc: C. T. Keasey
Gary Potter
Frank Terpin
steeg

Form 734-3122

CL 82-236
9446

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 3 1983
NORMA PAULUS
SECRETARY OF STATE

NOTED ON CARD.
JS 2/16/83

December 23, 1982

RECEIVED
JAN 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO FILE NO.:
CON 5
#9446

Hugh K. Cole, Jr.
Attorney at Law
241 E. Main
John Day, OR 97845

Dear Mr. Cole:

This will acknowledge the Notice of Lien dated December 10, 1982, from Grant County Redi-Mix concerning the following contract:

FILED BY:	Grant County Redi-Mix
AMOUNT:	$9,556.38
FOR:	Loading of rock
AGAINST: (Prime Contractor)	Western Mixing Co.
CONTRACT:	9446
PROJECT:	John Day State Airport (crosswind runway) in Grant County
SURETY:	United Pacific Insurance Co.
AGENT:	Ward Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Western Mixing Co.
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
Bond Dept.
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

Ward Insurance Agency
P. O. Box 10167
Eugene, OR 97440

✓ P.S. Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HUGH K. [illegible]OLE, JR.
ATTORNEY AT LAW
241 E. MAIN
JOHN DAY, OREGON 97845

CERTIFIED
P 298 077 320
MAIL

NOTICE OF LIEN

Notice hereby is given that the undersigned Dick and Jean Reid, doing business as Grant County Redi-Mix have a claim for the loading of chip rock, wasted rock and other rock laid on the John Day State Airport. The bill is as follows:

Chip rock @ $3.50 per ton, approximately 320 tons	$1,120.00
Loading of rock, 26½ hours @ $25/hour	662.50
Rock that was wasted on the job, 375 yards @ $6.50 per yard	2,437.50
10% retention including but not limited to crushed 3/4 minus base rock 3/4-10 cold aggregate, 1/4-10 check seal aggregate	5,336.38
Total	$9,556.38

The claim is against the bond taken from Western Mixing Co., principal, and United Pacific Insurance Company, surety, for the work of completion of the John Day State Airport Runway Contract No. 9446 which was issued by the State of Oregon, Transportation Commission.

Dick Reid
Dick Reid

Jean Reid
Jean Reid

STATE OF OREGON)
: ss.
County of Grant)

December 10, 1982.

Before me personally appeared Dick Reid and Jean Reid and acknowledged the foregoing instrument to be their voluntary act and deed.

Carolyn Casher
Notary Public for Oregon
My Commission Expires: 10/26/83

RECEIVED
DEPARTMENT OF TRANSPORTATION

7-1-16

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 23, 1982 CON 5
9446

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Preliminary Engineering Cost
John Day Airport
Grant County
CON 9446

The preliminary engineering charges for the illumination design on the subject project total $4,120.74. The original budget was $2,000. The original budget figure was in error in that the PE charges for this phase of the work was quoted on a straight salary rate and not the loaded rate. The initial figure should have been closer to $3,000.

The FAA criteria for runway lighting was not altogether familiar to our people and required some learning time. The long circuit runs were designed several times to reduce wire sizes and keep the construction cost down. The location of the "home run" circuit was originally located parallel to the runways to avoid conflict with the future taxi way FAA criteria. This run was subsequently redesigned to reduce the length to a minimum and wire sizes were recalculated as requested by the FAA.

WJH:jrb

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Recycled
Materials
81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO FILE

DATE: November 23, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: John Day Airport Project

Final Design was originally budgeted $4,000 with $441.25 added later for design work related to the wind cone. Total authorized is $4,441.25 as of March 30, 1981.

Design costs began in February 24, 1981 with designer's field trip to John Day ($309). Actual design work began March 18 and continued at a steady, albeit intermittent pace until April 22. On March 27, the designer attended a meeting with Aeronautics where he was instructed to change the runway cross-section from 150 feet to 120 feet with thinner paving. Meeting attendance and revision cost was $403. On April 8, a change striping width and numeral height was made - cost unknown, probably minimal. April 10 preliminary plans complete.

Tom Robertson requested a grade change on April 13 which required a plan change. Cost $700 for the designer and drafting time. On April 22 after a few more miscellaneous changes the plans were complete.

On November 13, plan changes requested by FAA were initiated. These were completed November 19 at a cost of $2,704. Travel to John Day in February for plans in hand cost $345 with an additional $76 for further revision resulting from the meeting.

The accounted design and drafting time for revisions and special trips to John Day equals $4,536. The authorization of $4,441 plus the above revision costs equal $8,976. Our total cost in Final Design was $8,310.

DRA:rw

cc: J. H. Versteeg
D. R. Adams
W. E. Cole

Contains Recycled Materials

11-22-82

JOHN DAY AIRPORT
Preliminary Engineering Summary

Function	Original Budgeted Amt.	*Probable Addition due to revised agreement	Total Budgeted	Expended	Function Description
900	0	0	0	341.38	Construct. Engineering
901	11,000	0	11,000	5,928.90	Project Manager
905	4,000	441.25	4,441.25	8,310.43	Final Design
906	2,000	0	2,000.00	4,120.74	Bridge Design
910	4,000	0	4,000.00	4,462.32	Soils & Geology
911	0	0	0.00	10.50	Traffic
918	0	0	0.00	3.60	Location
920	200	0	200.00	0.00	Program Management
921	2,500	441.25	2,941.25	6,063.40	Specifications
922	100	0	100.00	0.00	Adm. Serv. (Eng.)
944	0	0	0.00	1.80	Tech, Serv. (Const.)
945	0	0	0.00	29.96	Construction Branch
Totals	23,800	882.50	24,682.50	29,339.37	
Amt. Paid	-	-	-	24,682.50	
balance	-	-	-	4,656.87	

* $882.50 was added to install wind cone and relocate segmented circle This amount was split between (905) and (921) functions as this was work that should have been involved but authority was never increased.

RECEIVED
3 1982
ROAD DESIGN
SECTION
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Action

9446

STATE OF OREGON

INTEROFFICE MEMO

TO: The Files

DATE: September 23, 1982

FROM: Shirley Hiatt
Region 5 Office Manager Shirley Hiatt

SUBJECT: John Day Airport
Project Engineering Overrun
Prefix 12-8213

Attached are copies of two memos relating to this project overrun which I received today from Contract Accounting.

The June 21 memo from Pat Schwartz to Aeronautics Division requests reimbursement from them for the overrun. Pat's office has not received an answer from Aeronautics; I have requested that they follow up and let me know the Aeronautics Division's decision. If they do agree to pay the overrun, the job prefix Accounting Control currently has would be correct. If not, another method of clearing the overrun from Accounting Control's records will have to be pursued.

sh

cc W. E. Schwartz
Accounting Control
Phil Lewellyn

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

[redacted]

1859

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

TO: Paul Burket, Administrator
Aeronautics Division

DATE: June 21, 1982

Warren E. Schwartz

FROM: W. E. Schwartz
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: John Day Airport
Project Engineering Overrun
Prefix 12-8213

The Highway Division has completed the Preliminary Engineering phase on subject project and find that we experienced a considerable overrun from the originally agreed upon fee for preliminary engineering. We find our total cost for this engineering is $28,474.67, and hereby request the Aeronautics Division to reimburse the Highway Division an amount of $4,674.67 to cover overrun amount.

This overrun is attributed to numerous requested changes as occurred after the agreement was signed. Every effort was made to coordinate engineering work and to have correct preliminary data from the Federal Aviation Administration (FAA). In this effort, several meetings were held with Highway Division and Aeronautics Division staff, meeting direct with FAA. Many unforeseen changes kept occurring during the preparation of plans and specifications.

Please advise if further data is desired.

RE:mk st

cc Fred D. Miller
H. S. Coulter
C. T. Keasey
V. E. Skoog

L

[redacted]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Memo

DATE: June 21, 1982

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: John Day Airport
Project Engineering Overrun
Prefix 12-8213

NOTED
H. S. COULTER

During February 1981, the Highway Division was requested to assist the Aeronautics Division in the preliminary and construction engineering on the John Day Airport improvement project. This engineering work was to be performed on a fixed grant funding from the Federal Aviation Administration (FAA) to the Aeronautics Division.

Our estimate of preliminary and construction engineering was determined from a planning estimate and proposal of $275,000 as supplied by our Aeronautics Division. We received complete cooperation and assistance from the Aeronautics Division staff and also conferred with FAA in Seattle prior to commencing work. Preliminary Engineering was estimated at $23,800 and Construction Engineering at $22,000.

On February 10, 1982, a preliminary meeting was held in Seattle with our Specifications, Materials, and Field Engineers; also Aeronautics Division representatives and FAA engineer Jerry Flynn.

All aspects of the project were discussed in detail. Determined at this meeting were the following:

1. Standard Highway Plans format modified for FAA approvals was o.k.
2. Highway Standard Specifications with special provisions to cover specific FAA requirements was o.k.
3. State Highway methods and procedures for base design would apply.
4. Airport lighting would be designed and conform to FAA specifications as supplied.
5. Highway Division materials specifications were o.k. with control of testing costs requested.
6. Highway Division was to "let" and administer contract for Aeronautics Division.
7. Highway Division Affirmative Action and EEO plans were approved.

Following this meeting, agreements with Aeronautics Division were formalized and completed. Field engineering, Geology and Soils work were completed in ready fashion. Our Road Design, Illumination, and Specifications efforts followed and on November 12, 1981, a complete set of preliminary plans and specifications were hand delivered to FAA in Seattle for review and finalization.

At this time we met with Ken Stuesfall of FAA and very substantial changes were requested in plans and specifications. Plan format and other major changes were required, specifications were changed in their entirety by requiring use of Aeronautics Division specifications and major printing of entire specifications changes were made in lighting design, temporary protection and signing. The striping plan was changed including double size of stripes and runway numbers.

Following the November 12 meeting, other changes and directions were received from Aeronautics Division and FAA. On January 19, 1982 a revised set of plans and specifications were hand delivered to FAA. Additional changes were required in plans, specifications and lighting, addition of alternate paving specifications, Aeronautics would "let" and administer contract.

A summary of total Preliminary Engineering charges per date of meetings and change requests.

February 20, 1982	$ 0.0	
February 23, 1982	0.0	Approved Authority
July 1981	20,470.00	
November 1981	22,560.00	
February 1982	28,276.00	
March 1982	28,474.67	Final-Contracted

P.E. Agreement & authorized	$23,800.00
P.E. Overrun	$ 4,674.67

RE:mk st

cc Fred D. Miller
H. S. Coulter
C. T. Keasey
V. E. Skoog
Paul Burket

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Preliminary Engineering
John Day Airport
Prefix: 12-8212

Function	Office	Authorized	Spent	Underrun	Overrun	%
407	R/W Appraisals	0	22.18	----	22.18	
900	Field Engineering	0	341.38	----	341.38	
901	Field Engr.	11,000	4,294.66	5,071.10		- 46%
901	Field Engr.		1.24			
901	Field Engr.		1,633.00			
905	Final Design	4,000	8,310.43	----	4,310.43	108%
906	Bridge - Illumination	2,000	4,120.74	----	2,120.74	106%
910	Geology & Soils	4,000	4,402.32		462.32	12%
910	Geology & Soils		60.00			
911	Traffic	0	10.50	----	10.50	
918	Location	0	3.60	----	3.60	
921	Specifications	2,500	5,198.70		2,698.70	103%
922	Administrative Services	100	1.80	24.08		
944	Technical Services	0	44.16			
945	Construction Branch	0	29.96			
	Project Management	200	0	200.00		
	TOTAL	23,800	28,474.67	5,295.18	9,969.85	
	TOTAL OVERRUN		4,674.67		4,674.16	
	% of Authorization		19%			
	OAD - Planning Estimate	$275,000 (Const.)				
	Actual Contract Bid	$238,000 *Extra Work				

2446

Rdg. File

Local Workers Are Ignored

To the Editor:

I've turned up a rumor that the job at the "John Day Airport" is not going to hire locally. I say it is a rumor because I have not contacted them for a job. Those who know me are aware of the fact that I am blind and would be unqualified for such work. Two men who have contacted them for work have told me they were told that this company did not plan to hire locally.

If I'm not qualified for such work why am I upset? I'm upset because my brother and one hell of a lot of other people have been out of a job for a very long time. More will be out of work now that Hines is closing down. If this rumor is a fact, and I strongly suspect it is, then other than say I think it is a completely rotten deal, there is very little I can do other than write letters. This letter to you, Mr. Editor, is only the one of many I'll be sending out.

I'm always hearing from our state and county officials how they would like to get more jobs in this county. I'm beginning to wonder just how interested they can be if they are not willing or able to see to it that just such as this does not happen. Could it be that those who have jobs are not all that concerned about those who are not so fortunate?

At 10:08 a.m. this morning I talked to a woman in the Governor's office who is the "Citizen representative". She was singularly unimpressed when I outlined to her the situation. In 10 minutes of conversation about all I got from her was, "We'll check it out." My point is, this is a state job. The contract was awarded by the Oregon State Department of Transportation. They are supposed to be aware of the massive unemployment situation this state has. Would it be so difficult for them to strongly encourage contractors they do business with to use local labor? I don't think so!

Finally, to those of you who are out of work and looking down the road at your last unemployment check, I say to you, I'm sorry. I'm sorry your state and county officials would do this to you. Remember it when you vote in November.

Robert Shoun,
623 NW Bridge Street,
John Day.

NOTED
H. S. COULTER

NOTED
W. E. SCHWARTZ

From:

Blue Mountain Eagle, John Day
Thursday, May 27, 1982

RECEIVED
STATE HWY ENGR
JUN 8 '82
REFER TO
Swartz
FOR

Info	Notes	R/D	D/R	Sign	Act	File
✓						

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: May 18, 1982

FROM: R. N. Bothman, Assistant State Highway Engineer for Administration

MISC. CONTRACTS and AGREEMENTS No. 7474

SUBJECT: Misc. Contracts & Agreements No. 7474
Addendums 1 and 2
John Day State Airport Project
Highway and Aeronautics Divisions

Attached for your review are two copies each of addendums 1 and 2 for engineering services to be provided by OSHD for the John Day Airport Project, and a brief summary, below, which may be used for presentation to the Chairman of the Oregon Transportation Commission. The original agreement was approved on March 30, 1981. Also attached for your convenience is related correspondence.

The documents have been reviewed by our Legal Branch and "Approved as to Legal Sufficiency".

- SUMMARY -

Addendums 1 and 2 to a Memorandum of Understanding, dated March 30, 1981, concerning engineering services to be provided by OSHD for design and construction of the John Day State Airport Cross-Wind Runway Project. The addendums are necessary to satisfy the requirements of the Highway-Aeronautics Agreement, the construction contractor and the Federal Grant Agreement.

MCH:pf
Attachment

cc: Roy M. Raasina, Aeronautics
Bob Ewen

5-26-82
aeronautics Div.
retained their
copy of agreements -
fran

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50863	Ackerley Communications, Inc.	$ 6,000.00
50874	Wakefield, Daniel W. and Catherine	48,200.00
50897	Amos, Robert	65,000.00
51130	Rust, Ronald D. and Johanna	2,510.00
51496	Forristall, Lowell L. and M. Marlene	-0-
52424	Stutzman, Nelson L. and Rodney L.	150.00
52426	Reed, Robert H. and Evelyn M.	1,250.00
	7 Transactions	$ 123,110.00

(2) Addendums 1 and 2 to a Memorandum of Understanding dated March 30, 1981, concerning engineering services to be provided by OSHD for design and construction of the John Day State Airport Crosswind Runway Project in Grant County. The Addendums are necessary to satisfy the requirements of the Highway-Aeronautics agreement, the construction contractor and the Federal Grant agreement. (Authorizes Engineer & Administrator of Aeronautics to sign Addendums)

(3) Supplemental agreement with the Association of Oregon Counties pertaining to the inclusion of "the expenses for time, travel, and mileage of county officials directly attributable to project costs at a sum not to exceed $4,000." The original agreement (Miscellaneous C and A No. 6570 dated April 25, 1978) along with its supplements, remains in full force and effect, except as modified by this supplemental letter-form agreement. Costs of the project will be financed out of the FAS-C apportionment.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 day of May, 1982

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 5/21/82

STATE OF OREGON
AERONAUTICS DIVISION

INTEROFFICE MEMO

TO: D. H. Moehring, Asst. State Hwy. Engr.
206 Transportation Bldg, Salem

DATE: May 17, 1982

FROM: Roy M. Raasina, Manager
Airports Branch

SUBJECT: JOHN DAY STATE AIRPORT - Addendums #1 and #2 to Memorandum of Understanding-OSHD/OSAD - ADAP 5-41-0028-01

Mr. Moehring, enclosed find two (2) copies each of Addendums #1 and #2 to the Memorandum of Understanding between the Oregon State Highway Division and the Oregon State Aeronautics Division.

I understand from my telephone conversation with you this morning, that you will ask Chairman Yturri to authorize Scott Coulter and Paul Burket to sign the addendums, submit the addendums to Scott Coulter for his signature, and return all copies of the addendums to this office for Paul Burket's signature.

The addendums are necessary to fulfill the requirements of our agreements with the Highway Division, the construction contractor and the Federal grant agreement for this project.

As I mentioned in my conversation with you this morning, Addendum #1 does not concern itself with any increase or decrease in money, but rather clarifies the procedure for paying the contractor for work performed on subject project. Addendum #2 increases the consideration to Highway Division for design and field engineering a total of $1,765.00 ($882.50 each for design phase and for field engineering phase).

I discussed the additional engineering costs with Joe Schlieski the project manager, and with Bob Ewen of Highway's construction office. Both gentlemen agreed that $1,765.00 additional compensation was adequate. FAA questioned the amount of the increase as being excessive but did verbally agree to the above engineering fees.

Thank you very much for getting these addendums executed. We will need copies of the addendums to send to FAA to complete our obligations to the Federal grant.

RMR:dm
cc: Tom Robertson
Bob Ewen, Highway Division
Joe Schlieski, LaGrande

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: F. E. Terpin
Location Engineer

DATE: May 18, 1982

SUBJECT: John Day Cross-wind Runway
John Day State Airport
Grant County
12-8213

With reference to your May 6 letter concerning the overrun in survey money on the John Day Airport project, I am glad that you raised the subject.

On the onset on this work, I instructed all Region 5 persons involved in the work that my objective was to do a good job and to keep costs down because I want to do a lot more of this kind of work for other divisions and other general fund agencies. The authority for survey gave us a total of $15,000 for 901 and 910. Our actual expenses were $6,035.32; only 40% of that authorized. I think that Region 5 guys did a good job of following instructions.

R. D. Hector
Region Engineer

RDH/vt
cc: E. S. Hunter
W. E. Schwartz
V. Skoog
R. Wickham
B. N. Hatcher
V. Moore
Bob Ewen

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO
FOR

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STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 4

TO: Robert D. Hector ✓
Region 5 Engineer

DATE: May 6, 1982

FROM: Frank E. Terpin F.E.T.
Location Engineer

☐ RE ☐ RCE ☒ RME ☑ ROE
☐ RFA MAY 11 1982 ☐

RECEIVED
REGION 5 OFFICE

SUBJECT: John Day Cross-wind Runway
John Day State Airport
Grant County
Prefix 12-8213

As indicated in the attached photocopies of Accounting Section records, the costs of this project have exceeded that stated in Agreement No. 7474 (copy attached).

If this overrun of the agreement amount of $23,800 was due to work required beyond the agreement, a request should be made, along with a tabulation and explanation, to the Aeronautics Division for reimbursement.

At this time, our Accounting Section has billed the Aeronautics Division for $23,800 and needs to be advised what to do with the additional $4,674.67. Please advise this office as well, concerning your findings.

Also attached is a work sheet made up in March 1982 listing the charges which appeared to be questionable and indicating what the vouchers listed. It should be noted that all of the charges which Harold Brainerd incurred have been transferred except $22.18 under Function No. 407.

Attachments

PL:ja

cc E. S. Hunter
J. H. Versteeg (enc.)
V. E. Skoog
Rose Wickham
Robert Ewen

cy. Schmitt
Hatcher
Moore
& Hector's [illegible] memo

	012	8212	594	00			3,755.71CR	
			** JOB TOTALS **		**	**	**	Budgeted Amt

CROSSWIND RUNWY(JOHN DAY)	CONT NO		* FA PROJ NOS				STATE	
	012	8213	407	00	1,349.68CR	22.18	22.18	
	012	8213	900	00	11.98	330.66	341.38	0
	012	8213	901	00		67.38	4,294.66	11,000
	012	8213	901	00 &			1.24	—

5928.90

TOTAL TO DATE JOB COST SUMMARY MARCH 1982 PAGE 1521

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	Budgeted Amt
	012	8213	901	00 -			1,633.00	—
	012	8213	905	00	537.46	3,282.50	8,310.43	4000
	012	8213	906	00		166.21	4,120.74	2000
	012	8213	910	00	46.00	46.00	4462.32 ← 4,402.32	4000
	012	8213	910	00 -			60.00	—
	012	8213	911	00		10.50	10.50	0
	012	8213	918	00			3.60	0
	012	8213	921	00	908.10	4,164.84	5,198.[illegible]	2500
	012	8213	922	00			1.80	100
	012	8213	944	00	44.16	44.16	44.16	0
	012	8213	945	00		29.96	29.96	0
			** JOB TOTALS **		198.02 **	8,164.39 **	28,474.67 **	23,800

GRANT COUNTY-RDWAY RECONST	CONT NO		FA PROJ NOS				STATE
	012	8214	407	00	1,349.68	1,349.68	1,349.68
			** JOB TOTALS **		1,349.68 **	1,349.68 **	1,349.68 **

JOHN DAY ST AIRPORT Construction phase	CONT NO		FA PROJ NOS				STATE
	012	8215	985	00	220.73	220.73	220.73
			** JOB TOTALS **		220.73 **	220.73 **	220.73 **

BURNS AIRPORT R/W ACQ	CONT NO		* FA PROJ NOS				STATE
	013	8208	296	00	2,242.15CR	2,242.15CR	2,242.15CR
	013	8208	299	00	2,242.15	2,242.15	2,242.15
	013	8208	407	00			1,583.92
	013	8208	414	00			1,916.28
	013	3208	415	00			2,756.34
	013	8208	594	00			5,643.04CR
	013	8208	900	00			1,615.25
	013	8208	913	00			13.35
			** JOB TOTALS **		**	**	2,242.15 **

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                    RECORD OF JOB DISBURSMENT FOR  03/82
MONTH YEAR  VOUCHER NO     PREFIX    FUNCTION BRIDGE OBJECT P/N FUND     TOTALS

                                                                  400.00  *

                                                                  471.71CR
02                         12 8203
                                                                  471.71CR*

02                         12 8213                               7,966.37
03 2 82       71245        12 8213       407        1       G    1,114.92CR  00406 000
03 2 82       71245        12 8213       407        1       G       58.96CR  00406 000
03 2 82       71245        12 8213       407        7       G       60.00CR  00406
03 2 82       71245        12 8213       407       25       G       63.00CR
03 2 82       71245        12 8213       407      152       G       52.80CR  00406
03 2 82       71416        12 8213       900        1       G       11.98    00700 001
03 2 82       71417        12 8213       905        1       G       64.45    00701 004
03 2 82       71417        12 8213       905        1       G      411.36    00701 020
03 1 82       71251        12 8213       905      160       G          45    00600
03 2 82       33366        12 8213       905      160       G       34.20    99400
03 2 82       33361        12 8213       905      160       G       27.00    99400
03 2 82       32102        12 8213       910        4       G       46.00    02501
03 2 82       71418        12 8213       921        1       G      690.40    00705 029
03 2 82       34026        12 8213       921       13       G       82.85    00705
03 1 82       71456        12 8213       921      152       G       28.80    88801
03 2 82       33365        12 8213       921      160       G       63.55    99400
03 2 82       33363        12 8213       921      172       G       42.50    99400
03 2 82       71674        12 8213       944        1       G       44.16    00701 003

                                                                8,164.39  *

03 2 82       71245        12 8214       407        1       G       58.96    00406 000
03 2 82       71245        12 8214       407        1       G    1,114.92    00406 000
03 2 82       71245        12 8214       407        7       G       60.00    00406
03 2 82       71245        12 8214       407       25       G       63.00
03 2 82       71245        12 8214       407      152       G       52.80    00406

                                                                1,349.68  *

03 2 82       71676        12 8215       985        1       G      220.73    00800 016
                                                                  220.73  *

03 2 82       71307        13 8208       296                G      446.76CR  X
03 2 82       71307        13 8208       296                G      382.62CR  X
03 2 82       71307        13 8208       296                G      372.47CR  X
03 2 82       71307        13 8208       296                G      340.84CR  X
03 2 82       71307        13 8208       296                G      325.09CR  X
03 2 82       71307        13 8208       296                G      246.23CR  X
03 2 82       71307        13 8208       296                G      121.08CR  X
03 2 82       71307        13 8208       296                G        7.06CR  X

                                                      MARCH 31 1982
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TOTAL TO DATE JOB COST SUMMARY                                                  FEBRUARY 1982       PAGE 1468

                                                                                   FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX       FUNCTION   GP  CURRENT MONTH    YEAR TO DATE       TO DATE
                                       010   8273       296      00     3,496.06CR       3,496.06CR       3,496.06CR
                                       010   8273       299      00     3,496.06         3,496.06         3,496.06
                                                     ** JOB TOTALS **               **   3,496.06   **    3,496.06  **

  ANDERSON & TERRY MAT TEST      CONT NO      * FA PROJ NOS                                                        STATE
                                       012   8203       296      00                      1,415.07CR       1,415.07CR
                                       012   8203       299      00                      1,415.07         1,415.07
                                       012   8203       900      00                        471.71CR       1,415.07
                                                     ** JOB TOTALS **               **     471.71CR**     1,415.07  **

  GRANT COUNTY-STRIPING          CONT NO      * FA PROJ NOS                                                        STATE
                                       012   8212       199      00                                       3,755.71
                                       012   8212       594      00                                       3,755.71CR
                                                     ** JOB TOTALS **               **               **             **

  CROSSWIND RUNWY(JOHN DAY) ...  CONT NO        FA PROJ NOS                                                        STATE
                                       012   8213       407      00                      1,371.86         1,371.86
                                       012   8213       900      00        318.68          318.68           329.40
                                       012   8213       901      00                         67.38         4,294.66
                                       012   8213       901      00 &                                         1.24
                                       012   8213       901      00 -                                     1,633.00
                                       012   8213       905      00        539.19        2,745.04         7,772.97
                                       012   8213       906      00                        166.21         4,120.74
                                       012   8213       910      00                                       4,356.32
                                       012   8213       910      00 -                                        60.00
                                       012   8213       911      00          8.10           10.50            10.50
                                       012   8213       918      00                                           3.60
                                       012   8213       921      00      1,029.33        3,256.74         4,290.60
                                       012   8213       922      00                                           1.80
                                       012   8213       945      00                         29.96            29.96
                                                     ** JOB TOTALS **    1,895.30   **   7,966.37   **   28,276.65  **

  BURNS AIRPORT R/W ACQ          CONT NO      * FA PROJ NOS                                                        STATE
                                       013   8208       407      00                                       1,583.97
                                       013   8208       414      00                                       1,916.28
                                       013   8208       415      00                                       2,756.34
                                       013   8208       594      00                                       5,643.04CR
                                       013   8208       900      00                                       1,615.25
                                       013   8208       913      00                                          13.35
                                                     ** JOB TOTALS **               **               **   2,242.15  **

                                       013   8212       900      00                        177.20CR         177.20CR
                                                     ** JOB TOTALS **               **     177.20CR**       177.20CR**

  US DEPT INT-CATTLE GUARD LEGE  CONT NO      * FA PROJ NOS                                                        STATE
                                       013   8213       199      00                                         174.42
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                          RECORD OF JOB DISBURSMENT FOR  02/82
MONTH YEAR  VOUCHER NO     PREFIX    FUNCTION BRIDGE OBJECT P/N FUND     TOTALS

                                                                       3,019.68  *

01                         10 8272                                        44.40
                                                                          44.40  *

01                         10 8273                                     3,496.06
02 2 82     70783          10 8273     296                       G     3,496.06CR   X
02 2 82     70783          10 8273     299                       G     3,496.06     X
                                                                       3,496.06  *

01                         12 8203                                       471.71CR
                                                                         471.71CR*

01                         12 8213                                     6,071.07
02 2 82     70954          12 8213     900              1        G         9.62   00700 001
02 2 82     71237          12 8213     900            189        G       309.06   00000
02 2 82     70735          12 8213     905              1        G        30.69   00701 002
02 2 82     70735          12 8213     905              1        G        64.49   00701 004
02 2 82     70735          12 8213     905              1        G       213.01   00701 012
02 2 82     31208          12 8213     905              7        G        21.00   00701
02 2 82     31208          12 8213     905             25        G        20.00   00701
02 2 82     31283          12 8213     905            170        G       190.00   99400
02 2 82     31049          12 8213     911            160        G         8.10   99400
02 2 82     70746          12 8213     921              1        G       634.86   00705 028
02 2 82     70935          12 8213     921              1        G       190.46   00705 008
02 2 82     70955          12 8213     921              1        G        15.32   00701 001
02 2 82     28065          12 8213     921              6        G        12.99   00705
02 2 82     31221          12 8213     921              7        G        30.00   00705
02 2 82     31221          12 8213     921             25        G        20.00   00705
02 2 82     31049          12 8213     921            160        G         7.20   99400
02 2 82     31049          12 8213     921            160        G        67.50   99400
02 2 82     31284          12 8213     921            172        G        51.00   99400
                                                                       7,966.37  *

01                         13 8212                                       177.20CR
                                                                         177.20CR*

01                         13 8216                                     1,740.71
02 2 82     70167          13 8216     900            719        G       840.71CR

                                            FEBRUARY 28 1982
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TOTAL TO DATE JOB COST SUMMARY                                              JANUARY 1982        PAGE 1426

                                                                                 FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                    010    8272       296      00         44.40CR          44.40CR          44.40CR
                                    010    8272       299      00         44.40            44.40            44.40
                                               ** JOB TOTALS **                    **      44.40  **        44.40  **

  DOUGLAS COUNTY DEPT OF PUB WR CONT NO      FA PROJ NOS                                                          STATE
                                    010    8273       199      00                        3,496.06         3,496.06
                                               ** JOB TOTALS **                    **   3,496.06  **     3,496.06  **

  ANDERSON & TERRY MAT TEST       CONT NO    * FA PROJ NOS                                                         STATE
                                    012    8203       296      00                        1,415.07CR       1,415.07CR
                                    012    8203       299      00                        1,415.07         1,415.07
                                    012    8203       900      00                          471.71CR       1,415.07
                                               ** JOB TOTALS **                    **     471.71CR**     1,415.07  **

  GRANT COUNTY-STRIPING           CONT NO    * FA PROJ NOS                                                         STATE
                                    012    8212       199      00                                         3,755.71
                                    012    8212       594      00                                         3,755.71CR
                                               ** JOB TOTALS **                    **              **                **
costs to 3-1-82       costs from 1-1 to 3-1
                                                                                                                  Budget
  CROSSWIND RUNWY(JOHN DAY)       CONT NO      FA PROJ NOS                                                       { STATE Auth
                                    012    8213       407      00         22.18         1,371.86         1,371.86
                                    012    8213       900      00                                           10.72
                                    012    8213       901      00                          67.38         4,294.66
                                    012    8213       901      00 &                              5928.90 <     1.24
                                    012    8213       901      00 -                                      1,633.00
                          863       012    8213       905      00        178.60         2,205.85         7,233.78
                                    012    8213       906      00           .90           166.21         4,120.74
                                    012    8213       910      00                               4416.32 < 4,356.32
                                    012    8213       910      00 -                                         60.00
                                    012    8213       911      00          2.40             2.40             2.40
                                    012    8213       918      00                                            3.60
                                    012    8213       921      00        428.60         2,227.41         3,261.27
                          10        012    8213       922      00                                            1.80
                                    012    8213       945      00                          29.96            29.96
                                               ** JOB TOTALS **         632.68     **   6,071.07  **    26,381.35  **

  BURNS AIRPORT R/W ACQ           CONT NO    * FA PROJ NOS                                                         STATE
                                    013    8208       407      00                                         1,583.97
                                    013    8208       414      00                                         1,916.28
                                    013    8208       415      00                                         2,756.34
                                    013    8208       594      00                                         5,643.04CR
                                    013    8208       900      00                                         1,615.25
                                    013    8208       913      00                                            13.35
                                               ** JOB TOTALS **                    **              **     2,242.15  **
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RECORD OF JOB DISBURSMENT FOR 01/82

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS		
12		10 8264						173.84		
								173.84 *		
12		10 8266						425.17		
								425.17 *		
12		10 8268						29.84		
								29.84 *		
12		10 8269						35.55		
								35.55 *		
12		10 8270						219.74		
								219.74 *		
12		10 8271						3,019.68		
								3,019.68 *		
12		10 8272						44.40		
01 2 82	70160	10 8272	296				G	44.40CR	X	
01 2 82	70160	10 8272	299				G	44.40	X	
								44.40 *		
12		10 8273						3,496.06		
								3,496.06 *		
12		12 8203						471.71CR		
								471.71CR*		
12		12 8213						5,438.39	00406	
01 2 82	24729	12 8213	407 appraisals		35 photog.		G	22.18	~~00405~~	— Flannigan FPC 111892 - Q Color
01 2 82	25779	12 8213	905		160		G	10.80	99400	- Brainard

RECORD OF JOB DISBURSMENT FOR 01/82

MONTH YEAR	VOUCHER NO.	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS		
01 2 82	25777	12 8213	905		160		G	55.00	99400	
01 2 82	25777	12 8213	905		160		G	64.80	99400	
01 2 82	25775	12 8213	905		160		G	48.00	99400	
01 2 82	25775	12 8213	906		160		G	.90	99400	
01 2 82	25775	12 8213	911		160		G	2.40	99400	
01 2 82	27205	12 8213	921		172		G	382.50	99400	
01 2 82	25778	12 8213	921		170		G	38.00	99400	
01 2 82	25775	12 8213	921		160		G	8.10	99400	
								6,071.07 *		
12		13 8212						177.20CR		
								177.20CR*		
12		13 8216						1,740.71		
								1,740.71 *		
12		13 8217						1,343.00		
								1,343.00 *		
12		13 8218						2,561.54		
								2,561.54 *		
12		13 8219						70.00		
								70.00 *		
12		14 8211						301.31		
								301.31 *		
12		15 8210						21.00		
01 2 82	70541	15 8210	199		1		G	23.07	13344	002
01 2 82	70541	15 8210	199		1		G	30.70	13344	002
01 2 82	70541	15 8210	199		1		G	32.91	13344	002
01 2 82	70541	15 8210	199		1		G	46.15	13344	004
01 2 82	70541	15 8210	199		1		G	61.41	13344	004
01 2 82	70541	15 8210	199		1		G	65.83	13344	004
01 1 82	70587	15 8210	199		152		G	17.00	13344	
01 1 82	70587	15 8210	199		152		G	34.00	13344	

JANUARY 31 1982

TOTAL TO DATE JOB COST SUMMARY DECEMBER 1981 PAGE [illegible]

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	Budgeted Amt
GRANT COUNTY-STRIPING	CONT NO		* FA PROJ NOS					STATE
	012	8212	199	00			3,755.71	
	012	8212	594	00			3,755.71CR	
			** JOB TOTALS **		**	**		**
CROSSWIND RUNWY(JOHN DAY)	CONT NO		FA PROJ NOS					STATE
	012	8213	407	00	52.80	1,349.68	1,349.68	
	012	8213	900	00			10.72	0
	012	8213	901	00		67.38	4,294.66	
	012	8213	901	00		5928.90	1.24	11,000
	012	8213	901	00 -			1,633.00	
	012	8213	905	00	1,862.51	2,027.25	7,055.18	4000
	012	8213	906	00	125.39	165.31	4,119.84	2000
	012	8213	910	00		4416.32	4,356.32	4000
	012	8213	910	00 -			60.00	
	012	8213	918	00			3.60	0
	012	8213	921	00	1,117.99	1,798.81	2,832.67	2500
	012	8213	922	00			1.80	100
	012	8213	945	00	29.96	29.96	29.96	0
			** JOB TOTALS **		3,188.65 **	5,438.39 **	25,748.67	**
BURNS AIRPORT R/W ACQ	CONT NO		* FA PROJ NOS					STATE
905 - total 99400 = 195.30	013	8208	407	00			1,583.97	
910 - (region chgs) 3027.00	013	8208	414	00			1,916.28	
	013	8208	415	00			2,756.34	
	013	8208	594	00			5,643.04CR	
	013	8208	900	00			1,615.25	
	013	8208	913	00			13.35	
			** JOB TOTALS **		**	**	2,242.15	**
	013	8212	900	00		177.20CR	177.20CR	
			** JOB TOTALS **		**	177.20CR**	177.20CR**	
US DEPT INT-CATTLE GUARD LEGE	CONT NO		* FA PROJ NOS					STATE
	013	8213	199	00			174.42	
	013	8213	296	00		174.42CR	174.42CR	
	013	8213	299	00		174.42	174.42	
			** JOB TOTALS **		**	**	174.42	**
BURNS-60 T COLD MIX	CONT NO		* FA PROJ NOS					STATE
	013	8214	199	00			1,289.92	
			** JOB TOTALS **		**	**	1,289.92	**
G SQUARED INTERPRISES INC-R/W	CONT NO		FA PROJ NOS					STATE
	013	8216	900	00		1,473.59	1,473.59	

[illegible] says 1400 incl 800 lab chgs

905 - 380
921 - 528
922 - 9
since Feb 8

905 1-15 thru 2-5 = 482.73
921 1-15 = 2300.00 [illegible]

RECORD OF JOB DISBURSMENT FOR 12/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE OBJECT	P/N FUND	TOTALS		
						471.71CR*		
11		12 8213				2,249.74		
12 2 81	99526	12 8213	407 Appraisals	152	G	52.80	00406	
12 2 81	99534	12 8213	905	1	G	116.36	00701	005
12 2 81	99534	12 8213	905	1	G	155.12	00701	009
12 2 81	99534	12 8213	905	1	G	547.84	00701	035
12 2 81	99534	12 8213	905	1	G	608.58	00701	032
12 2 81	22241	12 8213	905	160	G	1.50	99400	
12 2 81	22241	12 8213	905	160	G	6.30	99400	
12 2 81	22240	12 8213	905	160	G	12.60	99400	
12 2 81	22240	12 8213	905	160	G	36.00	99400	
12 2 81	99767	12 8213	905	1	G	9.29	00701	001
12 2 81	99767	12 8213	905	1	G	27.21	00701	002
12 2 81	99767	12 8213	905	1	G	28.58	00701	002
12 2 81	99767	12 8213	905	1	G	141.63	00701	009
12 2 81	99767	12 8213	905	1	G	171.50	00701	012
12 2 81	99536	12 8213	906	1	G	39.93	01000	002
12 2 81	99536	12 8213	906	1	G	49.00	01000	004
12 2 81	99785	12 8213	906	1	G	36.46	01000	002
12 2 81	99535	12 8213	921	1	G	51.30	00705	002
12 2 81	99535	12 8213	921	1	G	186.17	00705	008
12 2 81	99535	12 8213	921	1	G	880.52	00705	040
12 2 81	99778	12 8213	945	1	G	29.96	00800	002
						5,438.39 *		
11		13 8212				177.20CR		
						177.20CR*		
11		13 8216				1,740.71		
						1,740.71 *		
11		13 8217				1,343.00		
						1,343.00 *		
11		13 8218				2,561.54		
						2,561.54 *		
11		13 8219				42.50		

Brainard Equip rental Nov 81 veh # 80-0003

Keasey

DECEMBER 31 1981

RECORD OF JOB DISBURSMENT FOR 11/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS			
								3,496.06 *			
10		12 8203						471.71CR			
								471.71CR*			
10		12 8213						396.02			
11 2 81	19453	12 8213	407 Appraisals		7 IN state Travel		G	60.00	00406		Expense Stat. King
11 2 81	19453	12 8213	407 Appraisals		25 Lodging		G	63.00	00406		✓ ✓ ✓
11 2 81	99128	12 8213	407 ✓		1 Salary		G	58.96	00406	006	Brainerd Nov 9&10 La
11 2 81	99128	12 8213	407 ✓		1 ✓		G	1,114.92	00406	054	✓ Nov 2-12 Ki
11 2 81	17728	12 8213	905		160		G	12.60	99400		—
11 2 81	99120	12 8213	905		1		G	152.14	00701	008	
11 2 81	99129	12 8213	906		1		G	39.92	01000	002	
11 2 81	99106	12 8213	921		1		G	352.18	00705	016	
								2,249.74 *			
10		13 8212						177.20CR			
								177.20CR*			
10		13 8216						1,740.71			
								1,740.71 *			
10		13 8217						1,343.00			
								1,343.00 *			
11 2 81	16818	13 8218	199		4		G	44.00			
11 2 81	16818	13 8218	199		7		G	18.50			
11 2 81	16818	13 8218	199		7		G	18.50			
11 2 81	16818	13 8218	199		7		G	18.50			
11 2 81	16818	13 8218	199		25		G	17.50			
11 2 81	16818	13 8218	199		25		G	17.50			
11 2 81	16818	13 8218	199		25		G	17.50			
11 2 81	99217	13 8218	199		206		G	150.25	15046		
11 2 81	99217	13 8218	199		206		G	289.94	15046		
11 2 81	99217	13 8218	199		206		G	480.80	15047		
11 2 81	99217	13 8218	199		206		G	811.35	15047		
11 2 81	99240	13 8218	199		152		G	58.65	15046		
11 2 81	99240	13 8218	199		152		G	81.20	15047		
11 2 81	99194	13 8218	199		1		G	33.99	15046	003	
11 2 81	99194	13 8218	199		1		G	33.99	15047	003	

NOVEMBER 30 1981

[redacted]

RECORD OF JOB DISBURSMENT FOR 10/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS		
								3,019.68 *		
10 2 81	98438	10 8272	199		192		G	44.40	10101	
								44.40 *		
09		12 8203						471.71CR		
								471.71CR*		
09		12 8213						195.01		
10 2 81	98402	12 8213	901		1		G	32.91	00800 002	construction
10 2 81	98380	12 8213	921		1		G	168.10	00705 008	
								396.02 *		
09		13 8212						177.20CR		
								177.20CR*		
09		13 8216						1,729.82		
10 2 81	13230	13 8216	900		35		G	10.89	00406	
								1,740.71 *		
10 2 81	98596	13 8217	199		207		G	1,343.00	15101	
								1,343.00 *		
09		14 8211						301.31		
10 2 81	98250	14 8211	296				G	301.31CR	X	
10 2 81	98250	14 8211	299				G	301.31	X	
								301.31 *		
10 2 81	98375	15 8210	900		152		G	21.00	01302	
								21.00 *		
09		15 8211						294.82		
10 2 81	12823	15 8211	199		7		G	22.00		
10 2 81	98314	15 8211	199		1		G	22.65	13344 002	
10 2 81	98314	15 8211	199		1		G	30.13	13344 002	
10 2 81	98314	15 8211	199		1		G	31.97	13344-002	

OCTOBER 31 1981

RECORD OF JOB DISBURSMENT FOR 09/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
08		10 8261						2,180.20	
								2,180.20 *	
08		10 8263						291.25	
								291.25 *	
09 2 81	98042	10 8264	199		1		G	14.93	08030 001
								14.93 *	
08		10 8266						349.72	
09 2 81	97815	10 8266	199		152		G	28.50	13400
09 2 81	97832	10 8266	199		1		G	46.95	08030 003
								425.17 *	
08		10 8268						29.84	
								29.84 *	
08		10 8269						35.55	
								35.55 *	
09 2 81	97900	12 8203	296				G	1,412.38CR	X
09 2 81	97900	12 8203	296				G	2.69CR	X
09 2 81	97900	12 8203	299				G	2.69	X
09 2 81	97900	12 8203	299				G	1,412.38	X
09 2 81	97661	12 8203	900		719		G	471.71CR	
								471.71CR*	
08		12 8213						160.54	
09 2 81	97827	12 8213	901		1 Salary		G	34.47	02014 002 } Purdy [illegible] 8/17/80
								195.01 *	
08		13 8212						177.20CR	
								177.20CR*	
08		13 8216						1,600.98	

SEPTEMBER 30 1981

RECORD OF JOB DISBURSMENT FOR 08/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
08 2 81	97480	10 8245	911		1		G	551.55	01200 [illegible]
								882.01 *	
07		10 8257						202.07	
08 2 81	97230	10 8257	199		152		G	19.00	13400
08 2 81	97501	10 8257	199		1		G	93.92	08030 006
08 2 81	04941	10 8257	199		1		G	5.53	08030 010
								320.52 *	
07		10 8260						606.11	
08 2 81	97139	10 8260	199		152		G	9.13	08031
								615.24 *	
07		10 8261						2,180.20	
								2,180.20 *	
07		10 8263						266.72	
08 2 81	97230	10 8263	199		152		G	19.00	13400
08 2 81	04941	10 8263	199		1		G	5.53	08030 010
								291.25 *	
08 2 81	97230	10 8266	199		152		G	19.00	13400
08 2 81	97205	10 8266	199		1		G	142.91	08030 010
08 2 81	97501	10 8266	199		1		G	187.81	08030 012
								349.72 *	
08 2 81	97238	10 8268	199		191		G	29.84	10101
								29.84 *	
08 2 81	97170	10 8269	199		152		G	1.47	66601
08 2 81	06076	10 8269	199		35		G	34.08	10101
								35.55 *	
07		12 8213						160.54	
								160.54 *	
07		13 8212						177.20CR	

AUGUST 31 1981

RECORD OF JOB DISBURSMENT FOR 07/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
07 2 81	96556	10 8261	199		1		G	113.42	13046 010
07 2 81	96556	10 8261	199		1		G	113.42	13046 010
07 2 81	96556	10 8261	199		1		G	125.09	13046 010
07 2 81	96556	10 8261	199		1		G	125.09	13046 010
07 2 81	96737	10 8261	199		206		G	58.00	13046
07 2 81	96737	10 8261	199		206		G	327.80	13046
								2,180.20 *	
07 2 81	96590	10 8263	199		1		G	114.14	08030 008
07 2 81	96608	10 8263	199		152		G	15.20	13400
07 2 81	96972	10 8263	199		1		G	137.38	08030 010
								266.72 *	
07 1 81	02026	12 8213	921		1		G	160.54	00705 008
								160.54 *	
07 2 81	96931	13 8212	900		17		G	177.20CR	14300
								177.20CR*	
07 2 81	96592	13 8216	900		1		G	693.57	00406 040
07 1 81	00626	13 8216	900		7		G	23.90	
07 1 81	00626	13 8216	900		25		G	17.50	
07 2 81	96934	13 8216	900		1		G	8.51	00406 001
07 2 81	96934	13 8216	900		1		G	18.39	00407 001
07 2 81	96934	13 8216	900		1		G	267.12	00406 016
								1,028.99 *	
07 2 81	96900	14 8211	900		185		G	301.31	
								301.31 *	
07 2 81	96666	15 8211	199		185		G	28.35	13344
07 2 81	96666	15 8211	199		185		G	73.48	13344
07 2 81	96696	15 8211	296				G	143.46CR	X
07 2 81	96696	15 8211	299				G	143.46	X
								101.83 *	
07 1 81	00019	15 8217	199		16		G	48.00	13304
07 2 81	96536	15 8217	199		152		G	24.00	13304
07 2 81	96536	15 8217	199		152		G	143.54	13344
07 2 81	96559	15 8217	199		1		G	21.55	13344 002
07 2 81	96559	15 8217	199		1		G	28.96	13344 002
07 2 81	96559	15 8217	199		1		G	30.26	13344 002
07 2 81	96559	15 8217	199		1		G	32.31	13344 003
07 2 81	96559	15 8217	199		1		G	43.10	13344 004

RECORD OF JOB DISBURSMENT FOR 06/81

MONTH		YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS			
05				12 8213						18,727.92			
06	1	81	96487	12 8213	900		1		A	.31CR	00700	000	Verstreeg Sum of Cost Dist 6/3
06	1	81	96035	12 8213	900		1		A	10.72	00700	001	✓ maint 5726
06		81	96478	12 8213	900		1		A	.31	00700	000	✓
06	1	81	96487	12 8213	901		1		A	2.60CR	00300	000	Construction
06	1	81	96487	12 8213	901		1		A	91.73CR	08058	000	Hatcher
06	1	81	96487	12 8213	901		1		A	21.73CR	08052	000	Burnett
06		81	96478	12 8213	901		1		A	2.60	00300	000	culvert.
06		81	96478	12 8213	901		1		A	91.73	08058	000	
06		81	96478	12 8213	901		1		A	21.73	08052	000	
06		81	50501	12 8213	901		10		A	1.24	08058		
06	1	81	96487	12 8213	901		152		A	56.33CR	08058	000	
06	1	81	96487	12 8213	901		152		A	71.81CR	08052	000	
06	1	81	96487	12 8213	901		152		A	1.22	08052	000	
06	1	81	96487	12 8213	901		152		A	.96	08058	000	
06		81	96483	12 8213	901		152		A	56.33	08058	000	
06		81	96483	12 8213	901		152		A	71.81	08052	000	
06		81	96481	12 8213	901		152		A	1.22CR	08052	000	
06		81	96481	12 8213	901		152		A	.96CR	08058	000	
06	1	81	96487	12 8213	901		192 Stationery		A	.01CR	00000	000	const
06		81	96480	12 8213	901		192		A	.01	00000	000	✓
06	1	81	96487	12 8213	905		1		A	41.09CR	00701	000	
06	1	81	48019	12 8213	905		1		A	25.14	00701	002	
06	1	81	48019	12 8213	905		1		A	26.37	00701	002	
06	1	81	48019	12 8213	905		1		A	81.88	00701	004	
06	1	81	48019	12 8213	905		1		A	87.30	00701	006	
06	1	81	48019	12 8213	905		1		A	128.24	00701	008	
06		81	96478	12 8213	905		1		A	41.09	00701	000	
06		81	48277	12 8213	905		160		A	5.40	99400		
06		81	48276	12 8213	905		160		A	.90	99400		
06	1	81	96487	12 8213	906		1		A	29.44CR	01000	000	
06		81	96478	12 8213	906		1		A	29.44	01000	000	
06	1	81	96487	12 8213	906		152		A	.22	88801	000	
06	1	81	96487	12 8213	906		152		A	.67CR	88801	000	
06		81	96481	12 8213	906		152		A	.22CR	88801	000	
06		81	96482	12 8213	906		152		A	.67	88801	000	
06	1	81	96487	12 8213	910		1		A	5.33CR	08058	000	
06	1	81	96487	12 8213	910		1		A	17.08CR	00714	000	
06	1	81	96487	12 8213	910		1		A	23.79CR	02501	000	
06		81	96478	12 8213	910		1		A	5.33	08058	000	
06		81	96478	12 8213	910		1		A	17.08	00714	000	
06		81	96478	12 8213	910		1		A	23.79	02501	000	
06	1	81	96487	12 8213	910		152		A	3.32CR	08058	000	
06	1	81	96487	12 8213	910		152		A	.59	02501	000	
06	1	81	96487	12 8213	910		152		A	.14	66604	000	
06	1	81	96487	12 8213	910		152		A	.05	08058	000	
06	1	81	96487	12 8213	910		152		A	.39CR	66604	000	
06	1	81	96487	12 8213	910		152		A	1.74CR	02501	000	
06		81	96483	12 8213	910		152		A	3.32	08058	000	
06		81	96481	12 8213	910		152		A	.59CR	02501	000	

JUNE 30 1981

RECORD OF JOB DISBURSMENT FOR 06/81

MONTH		YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS		
06		81	96481	12 8213	910		152		A	~~.14CR~~	~~66604~~	~~000~~
06		81	96481	12 8213	910		152		A	~~.05CR~~	~~08058~~	~~000~~
06		81	96482	12 8213	910		152		A	~~.39~~	~~66604~~	~~000~~
06		81	96482	12 8213	910		152		A	~~1.74~~	~~02501~~	~~000~~
06	1	81	96487	12 8213	910		156		A	~~251.55CR~~	~~01100~~	~~000~~
06	1	81	96083	12 8213	910		156 lab.		A	110.00	01100	materials
06	1	81	96083	12 8213	910		156		A	110.00	01100	
06		81	96485	12 8213	910		156		A	~~251.55~~	~~01100~~	~~000~~
06	1	81	96487	12 8213	921		1		A	~~21.94CR~~	~~00705~~	~~000~~
06	1	81	96036	12 8213	921		1		A	327.46	00705	016
06	1	81	48013	12 8213	921		1		A	85.75	00705	004
06	1	81	48013	12 8213	921		1		A	327.46	00705	016
06		81	96478	12 8213	921		1		A	~~21.54~~	~~00705~~	~~000~~
06		81	48277	12 8213	921		160		A	4.50	99400	
06		81	48277	12 8213	921		160		A	58.50	99400	
06		81	48281	12 8213	921		172 word proc.		A	191.50	99400	
										20,310.28 *		
05				13 8206						108.00CR		
06	1	81	96487	13 8206	199		156		A	34.04	01100	000
06		81	96485	13 8206	199		156		A	34.04CR	01100	000
										108.00CR*		
05				13 8208						572.49CR		
										572.49CR*		
06	1	81	96487	13 8211	199		156		A	34.04CR	01100	000
06		81	96485	13 8211	199		156		A	34.04	01100	000
06	1	81	96487	13 8211	900		1		A	6.19CR	08058	000
06		81	96478	13 8211	900		1		A	6.19	08058	000
06	1	81	96487	13 8211	900		156		A	129.56CR	01100	000
06		81	96485	13 8211	900		156		A	129.56	01100	000
										*		
06	1	81	49501	13 8212	900		17		A	177.20	14300	
										177.20 *		
05				13 8213						174.42		
										174.42 *		
05				13 8214						1,289.92		

JUNE 30 1981

04		12 8213						10,995.16	
05 1 81	95463	12 8213	901		1		A	165.11	08058 008
05 81	46111	12 8213	901		10 telegph.		A	6.02	
05 1 81	95395	12 8213	905		1		A	40.92	00701 002
05 1 81	95395	12 8213	905		1		A	91.80	00701 006
05 1 81	95395	12 8213	905		1		A	100.70	00701 008
05 1 81	95395	12 8213	905		1		A	168.80	00701 010
05 1 81	95395	12 8213	905		1		A	208.34	00701 015
05 1 81	95395	12 8213	905		1		A	383.80	00701 032
05 81	43995	12 8213	905		160		A	2.10	99400
05 81	43995	12 8213	905		160		A	35.70	99400
05 1 81	43222	12 8213	905		1		A	47.97	00701 004
05 1 81	43222	12 8213	905		1		A	59.98	00701 005
05 1 81	43222	12 8213	905		1		A	75.53	00701 006
05 1 81	43222	12 8213	905		1		A	105.84	00701 008
05 1 81	43222	12 8213	905		1		A	122.41	00701 008
05 1 81	43222	12 8213	905		1		A	153.01	00701 010

MAY 31 1981

RECORD OF JOB DISBURSMENT FOR 05/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
05 1 81	43222	12 8213	905		1		A	184.16	00701 009
05 1 81	43222	12 8213	905		1		A	430.58	00701 031
05 1 81	43222	12 8213	905		1		A	995.91	00701 059
05 81	43997	12 8213	905		160		A	10.50	99400
05 81	43998	12 8213	905		160		A	2.70	99400
05 81	43998	12 8213	905		160		A	23.40	99400
05 1 81	43317	12 8213	906		35 photog.		A	3.38	
05 1 81	95397	12 8213	906		1		A	206.62	01000 019
05 1 81	95397	12 8213	906		1		A	810.23	01000 048
05 81	43995	12 8213	906		160		A	.90	99400
05 81	43995	12 8213	906		160		A	1.50	99400
05 81	43995	12 8213	906		160		A	1.50	99400
05 1 81	43240	12 8213	906		1		A	532.86	01000 049
05 1 81	43240	12 8213	906		1		A	1,046.55	01000 062
05 81	43997	12 8213	906		160		A	.90	99400
05 81	43998	12 8213	906		160		A	.90	99400
05 1 81	95301	12 8213	910		1		A	119.72	02501 008 X [illegible] 5 Geal
05 1 81	95301	12 8213	910		1		A	277.54	02501 016 ✓ ✓
05 1 81	95301	12 8213	910		1		A	549.90	02501 028 X ✓
05 1 81	43740	12 8213	910		16		A	745.44	? Grant Co. [illegible] Dept Drilling Equip & [illegible]
05 1 81	95389	12 8213	921		1		A	19.54	00705 001
								18,727.92 *	
04		13 8206						108.00CR	
								108.00CR*	

ent or lease of Equip

16 = 465.44
8@35 = 280

RECORD OF JOB DISBURSMENT FOR 04/81

MONTH	YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N FUND	TOTALS		
03			12 8210					68.74CR		
								68.74CR*		
03			12 8211					1,158.94CR		
								1,158.94CR*		
03			12 8212					241.50		
04	1 81	95106	12 8212	199		206	A	69.00	15047	
								310.50 *		
03			12 8213					1,462.13		
04	1 81	39015	12 8213	901		1 -	A	752.[illegible]4	00052	05[illegible]
04	81	37273	12 8213	901		10 teleph	[illegible]	13.[illegible]5		
04	81	[illegible]240	12 8213	901		4 P. Diem	[illegible]	21[illegible]	00053	
04	81	[illegible]240	12 8213	901		4 ✓ -	[illegible]	21[illegible]	[illegible]53	
04	81	[illegible]10	12 8213	901		7 In St. travel	[illegible]	[illegible]	[illegible]	
04	81	[illegible]10	12 8213	901		7 ✓	A	16[illegible]	[illegible]2	
04	81	[illegible]10	12 8213	901		25 Lodging	A	40.[illegible]	[illegible]3	
04	81	[illegible]240	12 8213	901		25 ✓	A	11[illegible]	[illegible]2	
04	81	33240	12 8213	901		33 Print.	A	5.[illegible]	[illegible]3	
04	81	[illegible]311	12 8213	901		17 Elect Serv.	A	[illegible]	[illegible]3	
04	1 81	[illegible]34	12 8213	901		1	A	1[illegible]	[illegible]	010
04	1 81	[illegible]34	12 8213	901		1	A	4[illegible]	[illegible]	[illegible]
04	1 81	[illegible]34	12 8213	901		1	A	42[illegible]	[illegible]	[illegible]
04	1 81	[illegible]34	12 8213	901		1	A	447.[illegible]	[illegible]	[illegible]
04	1 81	[illegible]34	12 8213	901		1	A	[illegible]	[illegible]	[illegible]
04	1 81	[illegible]34	12 8213	901		1	A	907.[illegible]	[illegible]	030
04	1 81	[illegible]32	12 8213	901		152	A	1[illegible]	[illegible]	
04	1 81	[illegible]32	12 8213	901		152	A	1[illegible]	[illegible]	
04	1 81	[illegible]07	12 8213	901		1	A	[illegible]0.01	[illegible]	[illegible]
04	1 81	[illegible]34	12 8213	901		1	A	[illegible]3.[illegible]	[illegible]	[illegible]32
04	1 81	[illegible]0	12 8213	901		1	A	13.[illegible]1	[illegible]	031
04	1 81	94[illegible]0	12 8213	901		1	A	243.[illegible]7	[illegible]53	013
04	81	41[illegible]1	12 8213	901		10 telegh.	A	12.29		
04	81	[illegible]39	12 8213	[illegible]		160	A	[illegible]	[illegible]	
04	81	[illegible]39	12 8213	[illegible]		160	A	35.00	[illegible]	
04	81	[illegible]0	12 8213	[illegible]		160	A	3.70	[illegible]	
04	1 81	94[illegible]3	12 8213	[illegible]		1	A	49.35	00701	004
04	1 81	94[illegible]8	12 8213	[illegible]		1	A	197.11	00701	010
04	1 81	94[illegible]3	12 8213	[illegible]		1	A	827.[illegible]9	00701	020
04	81	[illegible]39	12 8213	[illegible]		160	A	12.00	[illegible]	
04	1 81	39047	12 8213	905		1	A	43.45	01000	002
04	1 81	39047	12 8213	905		1	A	413.64	01000	025
04	1 81	94900	12 8213	906		1	A	562.55	01000	034

Xerox from Harney Co Courtho.
3-20-81

[illegible]
[illegible]

RECORD OF JOB DISBURSMENT FOR 04/81

MONTH		YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS			
04		81	38240	12 8213	910		4 P. Diem		A	15.00	00058		x
04		81	38240	12 8213	910		4 ✓ -		A	15.00	00058		x
04		81	38246	12 8213	910		7 Travel		A	20.40	02501		x Reg 5 Geol.
04		81	38246	12 8213	910		25 lodging		A	15.00	02501		x
04		81	38901	12 8213	910		7 Travel		A	20.40	02501		x
04		81	38901	12 8213	910		25 lodging		A	15.00	02501		x
04	1	81	39026	12 8213	910		1		A	275.93	00714	014	
04	1	81	39034	12 8213	910		1		A	42.63	00058	004	x
04	1	81	39034	12 8213	910		1		A	42.63	00058	004	x
04	1	81	39034	12 8213	910		1		A	44.76	00058	004	x
04	1	81	39034	12 8213	910		1		A	54.46	00058	004	Reg 5 Geol.
04	1	81	39011	12 8213	910		1		A	252.44	02501	016	x
04	1	81	39011	12 8213	910		1		A	571.43	02501	032	x
04	1	81	94952	12 8213	910		152 Equip		A	6.40	00058		x
04	1	81	94953	12 8213	910		156 Lab		A	192.00	01100		
04	1	81	94953	12 8213	910		156		A	192.00	01100		
04	1	81	94953	12 8213	910		156		A	194.00	01100		
04	1	81	94899	12 8213	910		1		A	315.39	00714	016	
04	1	81	94951	12 8213	910		152		A	46.40	02501		x Reg 5 Geol.
04		81	39360	12 8213	918		160		A	3.60	99400		
04	1	81	94877	12 8213	921		1		A	19.15	00705	001	
04		81	39360	12 8213	922		160		A	1.80	99400		
										10,995.16 *			
03				13 8206						108.00CR			
										108.00CR*			
03				13 8208						572.49CR			
										572.49CR*			
03				13 8213						174.42			
										174.42 *			
03				13 8214						1,289.92			
										1,289.92 *			
03				14 8207						6,400.00			
										6,400.00 *			
03				15 3210						144.42CR			

APRIL 30 1981

02				12 8211				1,158.94CR		
								1,158.94CR*		
03	1	81	94126	12 8212	199	206	A	11.50	15047	
03	1	81	94126	12 8212	199	206	A	230.00	15047	
								241.50 *		
03		81	34787	12 8213	901	7 travel	A	16.45	08058	
03		81	34787	12 8213	901	25 Lodgeing	A	20.00	08058	
03		81	34995	12 8213	901	14 Rent of Bldgs	A	100.00	08058	
03	1	81	94547	12 8213	901	192 Stationary	A	6.53	00300	
03		81	36934	12 8213	901	44 Heating fuels	A	100.00	03058	
03		81	36571	12 8213	901	4 P Diem	A	210.00	08058	
03		81	36729	12 8213	901	4 ✓-	A	210.00	08058	
03		81	34785	12 8213	905	7 travel	A	20.40	00701	
03		81	34785	12 8213	905	25 Lodgeing	A	20.00	00701	
03	1	81	94441	12 8213	905	167	A	268.80	00701	03
03		81	34032	12 8213	906	7 travel	A	19.95	01000	
03		81	34032	12 8213	906	25 Lodging	A	20.00	01000	
03	1	81	94176	12 8213	906	152	A	25.60	88301	
03	1	81	94450	12 8213	906	168	A	33.60	01000	00
03	1	81	94450	12 8213	906	168	A	218.40	01000	01
03		81	34293	12 8213	910	7 travel	A	20.40	02501	
03		81	34293	12 8213	910	7 ✓	A	36.85	02501	
03		81	34293	12 8213	910	25 Lodging	A	15.00	02501	
03		81	34293	12 8213	910	25 ✓	A	35.00	02501	
03	1	81	94178	12 8213	910	152	A	15.20	66604	
03	1	81	94160	12 8213	910	152	A	20.00	02501	
03		81	36571	12 8213	910	4 R Diem	A	15.00	08058	
03		81	36729	12 8213	910	4 ✓-	A	15.00	08058	
								1,462.18 *		
02				13 8206				108.00CR		
								108.00CR*		

{3ea Plan & Prof Mylar Sheets
Const. {50 I # 33615 2-23-81
FDO 3-5-81 Furnace oil

MARCH 31 1981

RECORD OF JOB DISBURSMENT FOR 03/81

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION BRIDGE OBJECT P/N FUND	TOTALS
02		13 8208		572.49CR

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                      RECORD OF JOB DISBURSMENT FOR  02/81

 NTH YEAR  VOUCHER NO      PREFIX    FUNCTION BRIDGE OBJECT P/N FUND     TOTALS

[illegible] 81  93969      12 8206     199            1       A        1.94CR  02501 000
[illegible] 81  93969      12 8206     199          152       A       15.20CR  66604
[illegible] 81  93969      12 8206     900            1       A         .69CR  02501 000
 02  81     93969          12 8206     900          156       A       23.44    01100
                                                                     805.92CR*

 01                        12 8208                                 16,869.14CR
                                                                   16,869.14CR*

 01                        12 8209                                       .46CR
                                                                         .46CR*
 02  81     93674          12 8210     594          632       A        68.74CR   X021 881
                                                                       68.74CR*

 01                        12 8211                                  1,158.94CR
                                                                    1,158.94CR*

 01                        12 8212                                  3,445.21
 02  81     93674          12 8212     594          632       A     3,445.21CR   X021 881
                                                                              *

 01                        13 8206                                    108.00CR
                                                                      108.00CR*

 01                        13 8208                                    572.49CR
                                                                      572.49CR*

 01                        13 8211                                    733.24
                                                                      733.24  *

 01                        13 8212                                     69.00
                                                                       69.00  *

                                             FEBRUARY 28 1981
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                                                   ** JOB TOTALS **

                                                                                                                    STATE
GRANT COUNTY-STRIPING ROADS   CONT NO       FA PROJ NOS                                                  68.74
                                 012   8210    199      00                                               68.74CR
                                 012   8210    594      00               68.74CR         68.74CR
                                            ** JOB TOTALS **             68.74CR**       68.74                    **

                                                                                                                    STATE
LONG CRK-INST FLASHING BEACON CONT NO      * FA PROJ NOS                                1,158.94CR      1,000.00
                                 012   8211    199      00                                              1,000.00CR
                                 012   8211    594      00
                                            ** JOB TOTALS **                    **      1,158.94CR**              **

                                                                                                                    STATE
GRANT COUNTY-STRIPING          CONT NO      * FA PROJ NOS                               3,445.21        3,445.21
                                 012   8212    199      00
                                 012   8212    594      00              3,445.21CR      3,445.21CR      3,445.21CR




TOTAL TO DATE JOB COST SUMMARY                                                     FEBRUARY 1981      PAGE 1823
                                                                                       FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                                            ** JOB TOTALS **       3,445.21CR**             **                  **

                                                                                                                    STATE
  CONST ENG & PROJ INSP PE       CONT NO      * FA PROJ NOS                             108.00CR        1,331.83
                                 013   8206    199      00                                              7,435.46CR
                                 013   8206    594      00                                              6,103.63
                                 013   8206    900      00
                                            ** JOB TOTALS **                    **      108.00CR**                **

                                                                                                                    STATE
  DMV BURNS-REMODEL              CONT NO      * FA PROJ NOS                                             6,177.14
                                 013   8207    199      00                                              6,177.14CR
                                 013   8207    594      00
                                            ** JOB TOTALS **                    **              **                **

                                                                                                                    STATE
  BURNS AIRPORT R/W ACQ          CONT NO      * FA PROJ NOS                                             1,583.97
                                 013   8208    407      00                                              1,916.28
                                 013   8208    414      00                                              2,756.34
                                 013   8208    415      00                                  572.49CR    5,643.04CR
                                 013   8208    594      00                                              1,615.25
                                 013   8208    900      00                                                 13.35
                                 013   8208    913      00                                              2,242.15  **
                                            ** JOB TOTALS **                    **        572.49CR**
```

9446

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

file

May 14, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9446

~~Western Mixing Co.~~
~~P. O. Box 7335~~
~~Eugene, OR 97401~~

RECEIVED

Gentlemen or Ladies:

In our letter of April 22 concerning Contract No. 9446 for the crosswind runway project at the John Day State Airport in Grant County, we stated the calendar day count would begin ten days after you received the Notice to Proceed.

Joseph Schlieski, Project Manager, on May 11 mailed to you a Notice to Proceed. The calendar day count will begin on May 24, 1982. The date of May 12th in Mr. Schlieski's letter was in error. Please add May 24, 1982, to the front cover of your contract where it says "start".

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

bc: C. T. Keasey
Walt Hart
Robert Church
Robert Hector
Joseph Schlieski ✓
Paul Burket
Roy Raasina
Jack Sollis

5/28/82
Ray Raasina
said to use
May 24, 1982 as
start date - fran

Note: Commission Services

For the record I don't think that I am in error. Section 80-03 Notice to Proceed - states that the notice will state the date on which contract time will be charged.

Section 80-08 (b) states that the contract time will start with the 10th day following the date upon which the contract and performance bond forms are mailed to the contractor - - or on the date stated in the Notice to Proceed.

A good example of too many chiefs and one project manager.

Joe Schlieski

5-18-82

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850
May 11, 1982

In Reply Refer to
File No.:

Sub: John Day State Airport
Crosswind Runway
Grant County
Contract 9446

"Notice to Proceed"

Western Mixing Co.
P. O. Box 7335
Eugene, Oregon 97401

Attn: Stan Benge

This letter confirms the verbal notice to proceed received from the Aeronautics Division at approximately noon this date.

You may proceed with the contracted work. The calendar day count will commence 5/12/82.

Joseph A. Schlieski
Joseph A. Schlieski
Project Manager

cc: Aeronautics Division
Commission Services
Region
file

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Aeronautics Div. DEPT. 378-4539 TELEPHONE

TO: Stephen Macnab
Rm. 207, Transportation Bldg, Salem

DATE: April 14, 1982

#9444

FROM: Roy M. Raasina, Manager
Airports Branch /s/ RMR

SUBJECT: JOHN DAY STATE AIRPORT - Cross-Wind Runway Project-ADAP 5-41-0028-01

To confirm our telephone conversation this morning on the above referenced project, this letter authorizes the engineer to award the John Day State Airport cross-wind runway project contract (ADAP No. 5-41-0028-01) to Western Mixing Co. of Eugene. The Notice to Proceed with construction must be withheld until after the pre-construction conference as stated in Dave Field's (FAA, Northwest Region) letter of April 9, 1982 (attached).

I understand that contract documents are being prepared by legal counsel for action to award the contract in conformance with Oregon Transportation Commission policies and procedures.

RMR:dm
cc: Robert W. Gormsen
Thomas W. Robertson

81-125-1379

U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

17900 Pacific Highway South
C-68966
Seattle, Washington 98168

April 9, 1982

RECEIVED
ROAD DESIGN
SECTION
Do Not ...
Action
9440

Mr. Paul E. Burket, Administrator
Aeronautics Division of Oregon State
Department of Transportation
3040 25th Street S.E.
Salem, OR 97310

Dear Mr. Burket:

John Day State Airport
John Day, Oregon
ADAP Project No. 5-41-0028-01
Authority to Award Contract

Thank you for sending the bid data and your recommendation and the same recommendation of the State Highway Division for the award of the contract to Western Mixing Company, Eugene, Oregon, for Alternate "B" with optional additive work (Items 1 through 11 inclusive and 14 through 18 inclusive of the specifications) in the amount of $238,719.00.

After the State of Oregon and the contractor have executed the contract, please send us one conformed set of the fully executed document, including all bonds and certificates. Notice to proceed with construction must be withheld until you have held a preconstruction conference and we have received the contract and authorized you to proceed with the work. The necessary data for the preconstruction conference was sent on February 25, 1982, to Mr. Tom Robertson of your office and Mr. James Butler (State Highway Division).

If you have questions, please call Ken Stuestall at (206) 767-2765.

Sincerely,
ORIGINAL SIGNED BY
J WADE BRYANT

David A. Field
Acting Chief, Safety and Standards
Branch, ANM-620

cc:
Mr. Roy Raasina
Mr. James Butler

Xc Bob Ewen
Steve Macnab
Bob Gormsen

RECEIVED
APR 14 1982
COMMUNICATIONS SERVICES
DEPARTMENT OF TRANSPORTATION

F. Neavoll

STATE OF OREGON

INTEROFFICE MEMO

TO: Paul E. Burket, Administrator

DATE: April 9, 1982

9444

FROM: Roy M. Raasina, Manager
Airports Branch

SUBJECT: JOHN DAY STATE AIRPORT - Contract Progress Report on Cross-Wind Runway Project, ADAP 5-41-0028-01

Paul, this is a summary of the progress made in awarding the construction contract for the cross-wind runway project at the John Day State Airport.

I have included a copy of the memo from Scott Coulter to the Oregon Transportation Commission asking the Commission's approval for you to sign the contract and the final acceptance of the completed work.

Jim Butler of the Highway Division's engineering section is revising the Highway Division's standard contract format (FHWA) to a form that will be acceptable to the Aeronautics Division and to FAA for your signature as Aeronautics Administrator.

I asked both Jim Butler and Fran Neavoll (Commission Services) to submit a copy of the revised format for our review. If the contract is acceptable to us and we have received word from FAA to award the contract we will write instructions to Commission Services to award the contract and request the bonds and certificates of insurance necessary to complete the award.

Upon execution of the contract we will submit a copy, along with copies of the bonds and insurance certificates to FAA for their review and approval for us to give the contractor a "Notice to Proceed." We will delegate this responsibility to the engineer as they will determine the proper time to start the work and submit the Notice to the contractor.

It is necessary that two (2) separate bonds (a performance bond and a payment bond) be part of the contract along with liability and property damage insurance in the amount of $300,000 for all actions or causes, $100,000 for injury or death and $50,000 for property damage. The insurance requirement is included in Oregon State Airport Contract Specifications as Section 70-11.

In my discussions with FAA I understand that we should have approval to proceed with the award early next week.

It appears that everything is proceeding very well.

RMR:dm
cc: Bob Ewen, Highway Division
✓ Fran Neavoll, Commission Services

01-125-1387

9446 2.7

STATE OF OREGON
Aeronautics Division

INTEROFFICE MEMO

TO: Robert Gormsen, Manager
Commission Services Section

DATE: April 8, 1982

FROM: Roy M. Raasina, Manager
Airports Branch

SUBJECT: JOHN DAY STATE AIRPORT - Contract Award for John Day State Airport Cross-Wind Runway Project

To follow up on my telephone conversation with Fran Neavoll this morning, I have attached a copy of the Division's Grant Agreement with the Federal Aviation Administration (FAA) for the cross-wind runway project at the John Day State Airport.

The Grant Agreement sets forth the law the FAA operates under and other information that is required in the contract documents to be acceptable to the Federal Aviation Administration.

The following is the procedure the Division must follow with FAA in signing the contracts and giving the Notice to Proceed. Specifically:

1. We have sent material on the bidding to FAA and have recommended approval of the low bidder, Western Mixing Company. After FAA has reviewed the material, they will give us authorization to award the contract and execute the agreement with Western Mixing Company. We expect this approval by early next week.
2. Upon receipt of FAA's approval to award the contract, we will execute the contract and submit a copy of the agreement and the performance bond to FAA. If the contract is in order, FAA will then authorize the Division to give the contractor the Notice to Proceed.

In the proposal let out for bid, we had an item which gives us 45 days to withhold the award and Notice to Proceed. This is intended to delay the start of construction should we have to wait for favorable weather conditions.

Please contact us if you have questions during your preparation of the contract documents. It is important that we follow the above procedures required by FAA.

RMR:dm

cc: Paul E. Burket
Tom Robertson
✓ Ed Hunter
Bob Ewen

CC Sullivan
Moehring
4-12-82

RECEIVED
TECHNICAL SERVICES
APR 9 '82
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

81-125.1387

9446

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

TO: Paul E. Burket, Administrator
Oregon Aeronautics Division

DATE: March 30, 1982

ATTN: Roy Raasina

Keasey

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: John Day Airport
Contract Bid Recommendations

We have completed review of the bids on subject project for both Alternate "A" and Alternate "B" proposals. There is approximately $60,000 difference in the low bids for each proposal.

The basic difference in the two proposals is the items for paving work. Alternate "B", using the emulsified asphalt surface, is approximately $37,600 less than Alternate "A" using the hot mix proposal. There are two other items that Alternate "B" is lower than Alternate "A", this being mobilization and fencing. All the other bid items are relatively similar or balance each other.

We recommend the Aeronautics Division select the low bidder for the Alternate "B" proposal, utilizing the emulsified asphalt surfacing. We also believe that emulsified asphalt surfacing is ideal for this airport construction since all work may be performed without through traffic. The cold mix plan will provide a very adequate airport surface.

CTK:RTE:mk

cc: H. S. Coulter
Dave Moehring
Bob Hector
Joe Schlieski

RECEIVED
STATE HWY ENGR
MAR 30 '82
REFER TO
FOR

Grant

Salem, Oregon
February 5, 1982

J. O. Butler, P.E.
Senior Specifications Specialist

MEMO TO THE FILES

Preliminary Engineering Charges
John Day State Airport
ADAP Project No. 5-41-0028-01
Crosswind Runway
Grant County
12-8213

The Authority for Survey for this project authorized $2,500 for specifications. As of December 31, 1981, specifications charges to this project totaled $2,833.

At this time it appears that an additional $1,900 (in addition to the $2,833) will be required for specifications to complete PS&E.

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 08 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

JOB:fw

cc: Tom Robertson, Aeronautics Division
Jack Sullivan
Bob Ewen

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Cross-Wind Runway

Date February 23, 1981

Highway John Day State Airport

Authorization No. 1

County Grant

Survey Prefix 12-8213 (Assigned by Salem office)

Description of termini, route, length, etc. East-West Runway for John Day Airport; 3500 Lin. Ft. Located 1 mile S.E. of City of John Day.

Estimate of Costs:

Resident Engineer	$11,000
Final Design	4,000
Bridge Design (Lighting)	2,000
Soils & Geology	4,000
Project Management	200
Specifications	2,500
Adm. Serv. (Eng.)	100

If possible keep over costs to a minimum / Jack

Proposed: New airport runway, 60' wide, 3500 Lin. Ft. long.

Purpose of Survey: Highway Division to complete Plans, Specifications & Estimate for Grading, Paving, Fencing, Striping, & Runway Lighting contruction project. Work will also determine a material source for this project.

Typical Section, Grade, & Base Design to conform to FAA specifications.

Materials and Oil Mat surfacing to conform to O.S.H.D. specifications.

No R/W Involvement

Inter-Agency Funding
Planning Estimate for Contract - $275,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$23,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Field Engineer

Recommended for Approval: Location Engineer

Recommended for Approval: Regional Engineer

Approved: Assistant State Highway Engineer

SP*19760-734

Note: Const. Engineering Estimate
$275,000 @ 8% = $22,000

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TOTAL TO DATE JOB COST SUMMARY                                        DECEMBER 1981        PAGE 1370
                                                                          FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE

                                                                                                          STATE
  GRANT COUNTY-STRIPING        CONT NO    * FA PROJ NOS                                           3,755.71
                                  012  8212    199      00                                        3,755.71CR
                                  012  8212    594      00
                                           ** JOB TOTALS **             **               **                 **

                                                                                                          STATE
  CROSSWIND RUNWY(JOHN DAY)    CONT NO      FA PROJ NOS
                                  012  8213    407      00        52.80         1,349.68          1,349.68
                                  012  8213    900      00                                           10.72
                                  012  8213    901      00                         67.38          4,294.66
                                  012  8213    901      00                                            1.24
                                  012  8213    901      00                                        1,633.00
                                  012  8213    905      00     1,862.51         2,027.25          7,055.18
                                  012  8213    906      00       125.39           165.31          4,119.84
                                  012  8213    910      00                                        4,356.32
                                  012  8213    910      00                                           60.00
                                  012  8213    918      00                                            3.60
                                  012  8213    921      00     1,117.99         1,798.81          2,832.67
                                  012  8213    922      00                                            1.80
                                  012  8213    945      00        29.96            29.96             29.96
                                           ** JOB TOTALS **    3,188.65 **      5,438.39 **      25,748.67 **

                                                                                                          STATE
  BURNS AIRPORT R/W ACQ        CONT NO    * FA PROJ NOS                                           1,583.97
                                  013  8208    407      00                                        1,916.28
                                  013  8208    414      00                                        2,756.34
                                  013  8208    415      00                                        5,643.04CR
                                  013  8208    594      00                                        1,615.25
                                  013  8208    900      00                                           13.35
                                  013  8208    913      00                                        2,242.15 **
                                           ** JOB TOTALS **             **               **

                                                                                177.20CR            177.20CR
                                  013  8212    900      00                      177.20CR**          177.20CR**
                                           ** JOB TOTALS **             **

                                                                                                          STATE
  US DEPT INT-CATTLE GUARD LEGE CONT NO   * FA PROJ NOS                                             174.42
                                  013  8213    199      00                      174.42CR            174.42CR
                                  013  8213    296      00                      174.42              174.42
                                  013  8213    299      00                                          174.42 **
                                           ** JOB TOTALS **             **               **
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 TOTAL TO DATE JOB COST SUMMARY                                              DECEMBER 1981         PAGE 1370
                                                                                 FISCAL            GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE

                                                                                                                  STATE
   GRANT COUNTY-STRIPING          CONT NO      * FA PROJ NOS                                             3,755.71
                                      012   8212    199     00                                           3,755.71CR
                                      012   8212    594     00
                                                 ** JOB TOTALS **                  **               **               **

                                                                                                                  STATE
   CROSSWIND RUNWY(JOHN DAY)      CONT NO        FA PROJ NOS
                                      012   8213    407     00          52.80         1,349.68          1,349.68
                                      012   8213    900     00                                             10.72
                                      012   8213    901     00                            67.38          4,294.66
                                      012   8213    901     00 &                                             1.24
                                      012   8213    901     00 -                                         1,633.00
                                      012   8213    905     00       1,862.51         2,027.25          7,055.18
                                      012   8213    906     00         125.39           165.31          4,119.84
                                      012   8213    910     00                                          4,356.32
                                      012   8213    910     00 -                                            60.00
                                      012   8213    918     00                                              3.60
                                      012   8213    921     00       1,117.99         1,798.81          2,832.67
                                      012   8213    922     00                                              1.80
                                      012   8213    945     00          29.96            29.96             29.96
                                                 ** JOB TOTALS **    3,188.65  **     5,438.39  **     25,748.67  **

                                                                                                                  STATE
   BURNS AIRPORT R/W ACQ          CONT NO      * FA PROJ NOS                                             1,583.97
                                      013   8208    407     00                                           1,916.28
                                      013   8208    414     00                                           2,756.34
                                      013   8208    415     00                                           5,643.04CR
                                      013   8208    594     00                                           1,615.25
                                      013   8208    900     00                                              13.35
                                      013   8208    913     00                                           2,242.15  **
                                                 ** JOB TOTALS **                  **               **
                                                                                        177.20CR           177.20CR
                                      013   8212    900     00                           177.20CR**         177.20CR**
                                                 ** JOB TOTALS **                  **

                                                                                                                  STATE
   US DEPT INT-CATTLE GUARD LEGE CONT NO       * FA PROJ NOS                                              174.42
                                      013   8213    199     00                           174.42CR          174.42CR
                                      013   8213    296     00                           174 42            174.42
                                      013   8213    299     00                                  **         174.[illegible] **
                                                 ** JOB TOTALS **                  **
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PROJECT NUMBER             1282.13      DATE: 82/01/
PROJECT NAME               John Day State Airport
HIGHWAY, CO. RD., ST       Crosswind Runway
PMS NUMBER                 9012
COUNTY                     Grant
PREFIX                     12-8213
TYPE OF FUNDING            Others
PROJECT CATEGORY           None
TEAM LEADER                W. E. Cole
EST. MAN HOURS             None
AUTH DESIGNER (905)        $4,000
AUTH SPECS (921)           $2,500
AUTH OFFICE (922)            $100
AUTH R/W DESC (909)            $0
AUTH LANDSCAPE (912)           $0
TOTAL AUTH ENGR            $6,600
                                         $        HRS    REV $   REV HRS
ACCOUNT 701                             $0         0      $0       0
ACCOUNT 702                           $147         8    $590      32
ACCOUNT 703                             $0         0      $0       0
ACCOUNT 704                             $0         0      $0       0
ACCOUNT 705                             $0         0      $0       0
ACCOUNT 707                             $0         0      $0       0
ACCOUNT 708                         $4,876         1      $0       0
DESIGNERS (SUBTOTAL)                $5,023         9    $590      32
SIGNING  706                            $0         0      $0       0
DRAFTING  709                         $149         9    $919      60
SUPERVISION  710                        $0         0    $112       5
SPECIFICATIONS             +916     $2,508        74      $0       0
OFFICE                                 $10         0      $0       0
R/W DESC.                               $0         0      $0       0
LANDSCAPE                               $0         0      $0       0
TOTAL $$$$$ =    $7,690
TOTAL HOURS =        92
TOTAL REVISION $$$$$ =    $1,621
TOTAL REVISION HOURS =        97
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12-31-81

?

9hrs

2508
616
3124

5023
149
5172

JoB 2-5-81

Plans

1.00	4.00
1.00	9.00
5 @ .03 x 100	15.00
labor $20/hr	40.00
	1,3[illegible]

		100	
Specs plates	.15 each	27.60	184
impressions	0.025 each	287.50	184 x 1.25
[illegible]	0.20/100 [illegible]	24.25	97 x 1.25
		339.35	

Printing	412.
Time during Jan	615.44
	1 027.44
this week	175.84
Plans in hand	351.68
Final Revisions	351.68
	1,906.64

Jay $1,900

911 L. T

May 11, 1981

DES-4

The Honorable Fred W. Heard
President
Oregon State Senate
S223 State Capitol
Salem, OR 97310

Dear Fred:

This is in response to your letter of April 27 which included correspondence received by yourself and Representative Throop from Curt Lantz of Redmond.

We have informed Representative Throop that having the Highway Division accomplish both preliminary and construction engineering for this project on a state-owned facility was an isolated case. Due to some extenuating circumstances, we felt it both appropriate and in the best public interest to have the Aeronautics Division contract with the Highway Division to accomplish this work.

The Federal Aviation Administration has approved our use of state highway specifications for this project and will, along with Aeronautics staff, be closely monitoring the progress and quality of work. We therefore have full confidence that the highway engineers do have the appropriate expertise to do the design and construction engineering.

I can assure you that the Highway Division has no plans to accomplish any airport construction with their own forces and that Aeronautics will be contracting with a private construction firm to accomplish this project when the Federal funds become available.

I trust this will provide you with sufficient information on this matter, but if you desire further discussion, please let me know.

Sincerely,

F. B. Klaboe
Director

PEB: fn

Enc.
Copy of Lantz letter to Representative Throop, March 2, 1981
Copy of suggested reply for Representative Throop, April 6, 1981
Copy of letter to Lantz from Representative Throop, May 5, 1981

bc Paul Burket
H. S. Coulter

9444 :

TOM THROOP
DESCHUTES AND
KLAMATH COUNTIES
DISTRICT 54

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ P O Box 643
Bend, Oregon 97701

COMMITTEES
Vice-Chairperson:
Environment and Energy
Member:
Aging and Minority Affairs
Legislative Rules and Operations
Revenue

ASSISTANT MAJORITY LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

May 5, 1981

cy-Budget committee
5-7

Mr. Curt Lance
Redmond Electric Company
527 South Seventh Street
Redmond, Oregon 97756

Dear Curt,

Thank you for your letter concerning the John Day airport situation. I do not support the action taken by the Department of Transportation, have made my complaint known, but have authority to do no more than raise the issue in Committees and/or the floor of the House as the Department of Transportation issues and budget arise.

The Aeronautics Division released material to private corporations stating that a request for proposals would be forthcoming. Oregon firms and others have spent staff money and time preparing for what they thought would be a subsequent RFP. I was disheartened to learn that the Department reversed its intention to let this project to private bid.

The Department tells me this is an isolated case and that there were extenuating circumstances involved. They state that at the time the Aeronautics Division needed the engineering for the John Day State Airport Project, there was a temporary shortage of highway work for some Highway Division engineering personnel. As a shortage of work was supposedly temporary, they felt it seemed more appropriate and in the best public interest to have Aeronautics contract with the Highway Division to accomplish the engineering needed, rather than terminating Highway employees only to have to rehire engineers at a later time.

Supposedly, the runway at John Day is being designed according to highway specifications, and therefore, it was felt that highway engineers do have the appropriate expertise to do the design and engineering. They assure me that the Highway Division has no plans to accomplish any airport construction with their own forces and that Aeronautics plans to contract with a private construction firm to accomplish this project, just as has been the process in the past. They also assure me that the Aeronautics Division is closely monitoring the engineering being accomplished under this contract just as they do with all contract engineering work. The Department feels that the Aeronautics Division's involvement and the fact that these plans drawn by the Highway Division must be approved by both the Aeronautics Division and the Federal Aviation Administration should ensure proper and accepted airport design criteria are met. Personally, I remain unconvinced and have clearly made my statement. Unfortunately, I can do no more at this time.

Thank you for bringing this matter to my attention, Curt, and I trust that you will let me know as I may be of additional assistance to you.

Sincerely,

Tom Throop

Representative Tom Throop
District 54

cc: Mike Hollern
Fred Klayboe

944 -0

GENERAL FILES

L.

Paul Burket, Administrator
Aeronautics Division

April 9, 1981

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 2474

Attached for your records is a fully executed copy of an agreement (Memorandum of Understanding) with your Division and the Highway Division for construction of a cross-wind runway at the John Day Airport in Grant County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

fkn

Att.

cc Don Harwell (agree. att.)

STATE OF OREGON
AERONAUTICS DIVISION

INTEROFFICE MEMO

DATE: February 24, 1981

TO: George Hopkins
504 Executive Office Building

FROM: Roy M. Raasina, Manager
Airports Branch

SUBJECT: JOHN DAY STATE AIRPORT - Memorandum of Understanding - Cross-Wind Runway Engineering

I'm sorry I did not reach you before you left your office today. I checked with Mr. Keasey who saw no problem with the following procedure:

1. We are returning two (2) copies of the original agreement to Buzz Swan's office along with a copy of the Memorandum showing the corrections we consider advisable;

2. We are enclosing an original Memorandum and one (1) copy of the agreement with our corrections for your review; and

3. We are sending a copy of the original agreement and the corrected copy to our attorney, Bill Nessly.

Mr. Burket and I will be in Seattle the remainder of the week. I will return to the office on Tuesday, March 3rd. Mr. Burket will also be available on the 3rd or 4th to complete this action. Since Bob Ewan has a prefix number to start the project work, we believe it will be acceptable to agree to and execute the agreement next week on the 3rd or 4th. Please call us next week if you have questions or find you cannot incorporate our corrections into the agreement.

RMR:dm
cc: ✓Buzz Swan
Bill Nessly

STATE OF OREGON
AERONAUTICS DIVISION

INTEROFFICE MEMO

Ewen

TO: C. T. Keasey, Assistant Highway Engineer
Transportation Building, Salem, OR

DATE: February 6, 1981

FROM Paul E. Burket, Aeronautics Administrator Paul E. Burket

SUBJECT: JOHN DAY STATE AIRPORT - Engineering Services Agreement for the Cross-Wind Runway Construction Project

Enclosed is a draft letter agreement for State Highway Division's engineering participation in subject construction project.

I will submit a final letter agreement for your signature upon receipt of Highway Division's and FAA's comments submitted after our scheduled meeting with FAA on February 10, 1981 (9:30 am) in FAA's building in Seattle.

You will note that some items to the agreement have not been included in this draft, among which is a time schedule for completion of the Scope of Work.

As reported by Mr. Hopkins, the following Highway personnel will attend the FAA meeting with Roy Raasina on the 10th:

1. John Jenkins, Materials Engineering;
2. Jack Sullivan, Specification Engineering;
3. Robert T. Ewen, Field Location Engineering; and
4. Barry Hatcher, Resident Engineer.

Thank you for your cooperation in this project.

PEB:RMR:dm
cc: Dave Field/Jerry Flynn - FAA w/ draft letter
George Hopkins, Highway w/draft letter
S. H. Coutler, Highway w/draft letter

Returned to G. Hopkins 2-17-81.
MCH

Contains
Recycled
Materials
125 1387

9446

2.

RECEIVED
STATE HWY ENGR
MAR 10 '81
REFER TO
Kearey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

REDMOND ELECTRIC COMPANY
P. O. DRAWER B • REDMOND, OREGON 97756 • (503) 548-5095

March 2, 1981

[illegible] to file on what & why we did what we did.

NOTED
H. S. COULTER

Rep. Tom Throop
House of Representatives
Salem, OR 97310

RE: Government competition with private business

Dear Tom:

As you are aware, one of the top 15 priority recommendations to come out of the Governor's Conference on Small Business was:

> Prohibit any agency within state government from being granted an operating budget as long as it competes with the private sector or enters into contracts that competes with existing businesses in the private sector.

In line with that recommendation, and others that come out of the Government Procurement Workshop, a situation has arisen which illustrates my concern: It is my understanding the State Highway Dept. has assumed the design responsibility for airport improvements on the John Day State Airport. This is a function which has previously been effectively handled by private engineering firms. In my opinion this is a direct attempt by the State DOT to shift funds designated for outside services to internal departments in order to supplement sagging budgets and without regard to the publics best interests.

My "opinion" is derived from experience in several different aspects of aviation within the State. First, I am a pilot with a Commercial License and Instrument rating. Second, the majority of my flying is in connection with my business, Redmond Electric Co. One type of work we like to do is airport lighting and we have worked on several throughout the State. Third, during the early Seventies I was a member of the Redmond Airport Commission and as Chairman of that body worked closely with the State Aeronautics Division and the FAA.

My specific concern is that we, as an electrical contractor with airport construction experience, must deal with a State agency that is not and certainly, should not be experienced in airport design and construction.

Furthermore, since there is a significant difference in the technical design aspects of airports compared to highways, I can foresee a "Airport Design Group" develop within the Highway Dept. which would seriously effect those engineering firms specializing in airport work. The next step would be "a little bit" of

PB
Bob
Fred [illegible]
Scott [illegible]
AIP

REC'D AERONAUTICS
MAR 4 1981

the construction with their own forces and then........! You get the idea?

Tom, I am adamantly opposed to Government involvement to any degree in furnishing goods and services in competition with private enterprise. This particular instance is exactly what results in government agency growth when we must do just the opposite.

Please have someone check into this particular situation for me, Tom. If there are extenuating circumstances that make this an isolated case, let me know so I can step to another soap box.

Thanks for your support.

Sincerely,

REDMOND ELECTRIC CO.

Curt Lantz, President

CL:juf

cc: Senator Fred Heard
Paul Burket, Aeronautics Division
Arlie Rudy, Mgr., Oregon Pacific Cascade Chapter, NECA
Dave Hoffman, President, Oregon Pacific Cascade Chapter, NECA
John Gervais, Government Relations Director, NECA
Board of Directors, Oregon Pacific Cascade Chapter, NECA
  Phil Brownell, Brownell Electric, Salem, OR
  Bill Coburn, Linnco Electric, Albany, OR
  Emerson Hamilton, Hamilton Electric, Eugene, OR
  John Hansen, Hansen Electric, Coos Bay, OR
  Steve Hess, Pacific Electrical Contractors, Medford, OR
  Bob Scofield, Scofield Electric, Eugene, OR
  Ray Sims, Sims Electric, Roseburg, OR

FILE: MAT

STATE OF OREGON

INTEROFFICE MEMO

John Day

TO: Memo to the File

DATE: February 17, 1981

FROM: John C. Jenkins
Engineer of Materials

John Jenkins

SUBJECT: John Day State Airport, Cross Wind Construction Project, Preliminary Engineering Conference with FAA at Seattle

1 Versteeg ✓
Anderson
4 Christensen [illegible]
3 Olson [illegible]
2 Sullivan JWS
Terpin
Trout
Wakeriig

RECEIVED
FEB 18 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On February 10, 1981, a meeting was held at the Regional Office of the FAA at Boeing Field in Seattle to discuss the engineering agreement for the Cross Wind runway construction at the John Day Airport. Principal representative of the FAA was Jerry Flynn. Also present were Dave Field and Charles Glasgow. Representing the Oregon State Aeronautics Division was Roy Raasina. Representing the State Highway Division was Robert Ewen, Jack Sullivan, Barry Hatcher and John Jenkins.

The first item mentioned was the lighting on the field. The lighting contemplated will be low intensity and will be designed by the Oregon Highway Division bridge section.

The next item discussed was pavement. Mr. Flynn commented that the normal paving was two inches or more of hot asphalt concrete. He was asked if an oil mat pavement such as the 0-11 1¼" thick oil mat would be satisfactory. Mr. Flynn questioned whether it would be and invited Mr. Glasgow to the meeting. Mr. Flynn continued by stating that the reason for the 2 inch of hot mix requirement was to avoid shrinkage and similar problems. It was pointed out that the oil mat was basically flexible and shrinkage was not as much of a problem with that type of pavement. The existing pavement type is unknown, however it was placed in 1966. It is not felt that frost has been a problem, but the surfacing does need repair.

Sources of aggregate were then discussed. The commercial source in the vicinity of the project is opened only during the summer months. There is a county quarry quite close but the aggregate is considered to be not too good. In response to a question about using lime or cement, Mr. Flynn commented on the Port of Portland use of lime at the Hillsboro Airport and the fact that it was not too effective. It raised the CBR from about 4 to about 8, not the 100 which FAA wanted. However FAA would not object to the use of lime or cement if needed and if it would do the job.

Part of the engineering that will have to be done is to check the existing pavement for the design and for the condition of it.

Mr. Flynn commented that he generally favors the use of State Highway design procedures for airports in that contractors have more experience with these types of construction and therefore can do a better job with them. He generally favors an OSHD, grading B, for pavements. A cold mix done at a Montana airport did not work too well. It was designed by the Vancouver Highway Laboratory, and a problem was experienced with the emulsion.

Surface tolerance for FAA is generally a little tighter than that of OSHD. FAA would like ½ inch variation in 16 feet, whereas OSHD requires a .03 ft. in 10 feet, which is equivalent to 3/8 inch in 10 feet, for oil mat pavements. (See FAA Design Manual Section 609 for the details of a macadam pavement.) Alternate bids on the surfacing are acceptable. As a matter of fact, the alternate bid would probably also have to include the complete structural section since the base design for an oil mat would probably not be the same as the base design for two inches of AC. If an oil mat were used, the type of asphalt used might be either paving grade or emulsions and the FAA has no particular preference as to which would be used. Either would be acceptable, whatever works best.

Mr. Ewen raised the question about the contractor doing construction staking as mentioned in Section 8 of the proposed letter of agreement. He is not in favor of this approach. He does not think that the contractor could stake the project as cheaply as the Highway Division engineer could. The contractor would have to hire an outside consultant to do the work. The FAA and Aeronautics Division agreed that the OSHD performing their own construction staking would be acceptable.

It was noted that borrow would be needed and the material should be bid as embankment in place. Furthermore, FAA suggested that the classification of the runway be "general utility" rather than "basic utility" for the width of grading, but the pavement only would be "basic utility". The state's general frequency of testing for base, surfacing, etc., would be acceptable. The surface tolerance of OSHD Standards 406.39 is acceptable.

The size of plans for use by the FAA may be 11" x 17", which are OSHD standard reduced size. FAA will put these on microfilm ultimately. Full size is 22" x 34" and would be used for construction drawings for the contractor and the engineer.

The use of OSHD fence specifications, Type I barb wire, 4 strands, would be acceptable.

The electrical work should be bid as a lump sum because it saves money and trouble. Wiring may be direct burial except under the runway where conduit is required. Depth of burying of 18 inches is acceptable. At a depth of 18 inches the PVC conduit should be placed in a concrete embedment, but if the conduit is steel, no concrete embedment is required. If the wire is at a lower depth, such as 24 inches, PVC conduit does not need to be encased in concrete.

Timing is very important. The Aeronautics Division wants to let the contract before July 1, 1981. Mr. Flynn emphasized that the FAA cannot pay for any construction performed before the federal grant is authorized. Preliminary plans go to several parts of the FAA for approval. This takes two to three weeks. Final review would involve fewer people and would take less time. Preliminary engineering and land purchase costs can go back before the federal grant date.

The FAA has "boiler plate" for the specifications. They will furnish at a later date to make sure that it is up-to-date. As a part of this, there is a need for an MBE program. The FHWA program would probably be OK, but it should be checked against the FAA program to make sure that it is all there.

The subject of gates was discussed. A simple wire and post gate would be acceptable as an alternative to a more expensive pipe gate. The existing fencing could be salvaged if still usable.

The contract should be set up with a number of alternates for grading, paving, fencing, lighting, etc., in the event that there is not enough money to do each of these items. The FAA says the state can delete major items which consist of more than 10 percent of the total cost, and these items can be adjusted up or down by 25 percent.

Mr. Flynn said that striping by state forces would be OK. There was some discussion as to whether all the striping paint would be white or whether yellow would also be needed. In any event, the color of yellow which is used by the State Highway Division would be acceptable. The taxi way hold lines would probably be yellow. The FAA stencils for numerals would be required. A statement of justification for force account work on striping would be required. It would have to save time or money, or both. Also good records of cost are needed for force account work.

As part of the preliminary engineering, a narrative statement is required explaining why certain options were selected. Why certain lights, why certain pavement types, why the state striping, why low-level quality of gates, etc.

A prebid conference would not be needed, but a preconstruction conference should be held. The FAA should be involved in the preconstruction conference. Jerry Flynn would participate, particularly in the EEO part.

In discussing cost records, it was pointed out that the Aeronautics Division needs a report as well as the FAA. The Highway accounting section can set up a prefix for costs to be paid by Aeronautics. They will need hours, wage rates, etc., for eventual FAA audit. The FAA would accept the OSHD auditor records. Laboratory testing charges as published should be acceptable, but the use of this type of accounting should be stated in the proposal. Other charges would be on the basis of hours, hourly rates, equipment rental rates, etc.

JCJ:gs

cc: Jerry Flynn
Roy Raasina
Bob Ewen
Jack Sullivan
Barry Hatcher

9446

NOTED
H. S. COULTER

JOHN DAY STATE AIRPORT
CROSS-WIND RUNWAY CONSTRUCTION
PRE-APPLICATION FOR FEDERAL ASSISTANCE
OREGON STATE AERONAUTICS DIVISION

SUPPORTING INFORMATION FOR FAA FORM 5100-30
PRELIMINARY COST ESTIMATE

ITEM I:	CONSTRUCT CROSS-WIND RUNWAY (9/27) (60' x 3500' and turnaround)		$225,635.00
	A. Excavation and Enbankment 35,000 cy @ $2.20/c.y.	$77,000.00	
	B. Baserock 6,830 cy @ $12.75/c.y.	$87,100.00	
	C. Surface - 1.25" Depth - State Highway Spec. 0-11(4) Course Oil-Rock Application 24,300 s.y @ $2.45/s.y.	$59,535.00	
	D. Marking Runway (Lump Sum)	$ 2,000.00	
ITEM II:	INSTALL RUNWAY LIGHTS (LIRL) 3,500 l.f. (R/W) @ $6.00/l.f.	$21,000.00	$ 21,000.00
ITEM III	CONSTRUCT FENCE (4 Strand Barbed Wire) 14,000 l.f. @ $2.00/l.f.	$28,000.00	$ 28,000.00
ITEM IV:	LAND REIMBURSEMENT (114.1 Acres)		$ 37,500.00
ITEM V:	LAND ACQUISITION FOR CLEAR ZONES (6.9 acres in easement)		$ 2,965.00
	SUBTOTAL		$315,100.00
ITEM VI:	ENGINEERING BY CONSULTANT		$ 55,520.00
ITEM VII	SPONSOR'S ADMINISTRATION AND ENGINEERING		$ 4,380.00
	TOTAL PROJECT		$375,000.00

DATED: November 17, 1980

OREGON STATE AERONAUTICS DIVISION, of
the DEPARTMENT OF TRANSPORTATION

By: [illegible]
Roy M. Raasina, Manager, Airports Branch

2-11-81
Given to Karsen to look at
[illegible] it
[illegible] Budget

9446

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1981

RECEIVED
STATE HWY ENGR
JAN - 8 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:

TO: Paul Burket, Administrator
Aeronautics Division

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Cross-Wind Runway (9/27)
John Day State Airport

As requested by Scott Coulter and as discussed with you by phone, we have reviewed the proposal for construction of a cross-wind runway at the John Day State Airport.

We do have personnel available from our Resident Engineer's Office at Burns and we currently see no problem in meeting the time schedule indicated.

Using your preliminary cost estimates (Items I, II and III), our estimate for engineering would be:

Preliminary Engineering	$22,800.00
Construction Engineering $275,000 x 8%	22,000.00
Total	$44,800.00

I assume that some sort of agreement form between the Aeronautics and Highway Divisions would be necessary.

Normally, we would add a 10% surcharge to the above figures for administration and overhead, but it may not be necessary to do so. This point can be clarified in the agreement.

We would be pleased to take on this task and it looks like we could proceed as soon as authorization is received.

CTK:fr
Att.
cc: H. S. Coulter (w/att.)
E. S. Hunter "
W. E. Schwartz "

I have print of preliminary layout and uncontrolled aerial photo in my office.
CTK

Form 734-3122

STATE OF OREGON INTEROFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: January 7, 1981

FROM: Robert T. Ewen
Field Location Engineer

SUBJECT: Proposed Cross-wind Runway
John Day State Airport
Grant County

As per your request, I have researched and compiled a preliminary engineering estimate for subject project and attach an Authority for Survey showing breakdown as per various sections.

This preliminary engineering estimate is prepared in conformance to our normal highway engineering effort which will include carrying all engineering aspects up to and including contract award.

The Construction planning estimate as provided by the Aeronautics Division includes the following upon which the preliminary engineering is based:

1.	Excavation and embankment	$ 77,000
2.	Base Rock	87,100
3.	O-11 Oil Mat and Aggregate	59,500
4.	Marking Runway	2,000
5.	Install Runway Lights	21,000
6.	Construct Boundary Fence-four strand barb wire	28,000
	Total	$275,000

I have met with Tom Robertson, Airport Engineer for the Aeronautics Division and determined the following:

A. The typical section, the runway grade, and the base design for 12,500 lb. airplane will conform to FAA specifications. The materials used and oil mat surfacing will conform to OSHD specifications.

Considerable field effort will be required to determine material source or use of available commercial source in the John Day area. I have discussed the material sources or possible material sources and the base designs with John Scofield. The planning estimate noted above provides for 10 inches of crushed base. He has identified a problem with frost heaving and does not believe that base is adequate. However, this will be further investigated during the preliminary engineering.

The construction engineering estimated from the planning estimate of $275,000, using 8%, would equal $22,000. The total preliminary and construction engineering is estimated at $44,800.

Please advise if any further information is desired.

RTE:fr

Att.

AUTHORITY FOR SURVEY

Section Cross-Wind Runway

Highway John Day State Airport

County Grant

January 7, 1981

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: East-West Runway for John Day Airport; 3500 Lin. Ft.; Located 1 mile S.E. of City of John Day.

Proposed: New Airport runway, 60' wide, 3500 Lin. Ft.

Grading, Paving, Fencing, Striping, and Runway Lighting.

No R/W involvement.

Purpose of survey: Highway Division to perform P.E., determine material source, and complete P.S. & E.

Typical Section, Grade, & Base Design to conform to F.A.A. specs. Materials and oil mat surfacing to conform to O.S.H.D. specs.

Inter-Agency Funding
Planning Estimate for Contract - $275,000

		Estimate of Cost
Field Survey	(901)	10,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	4,000
Bridge Design (Lighting)	(906)	2,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	4,000
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,500
Administrative-Engr.	(922)	100
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(930)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 22,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

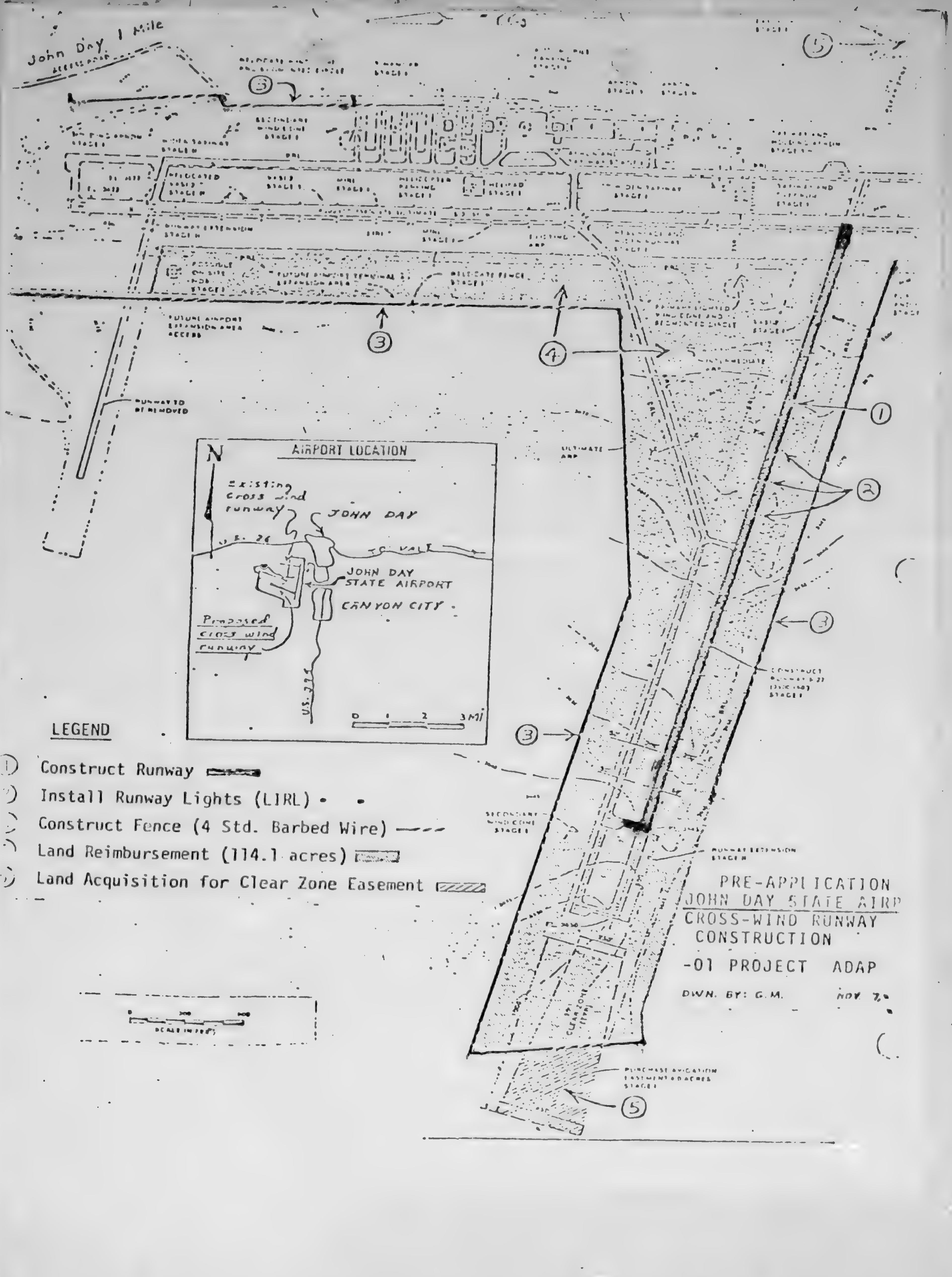
Recommended for Approval:

Recommended for Approval:

[illegible]

Approved:

Note: Const. Engineering Estimate
$275,000 @ 8% = $22,000.



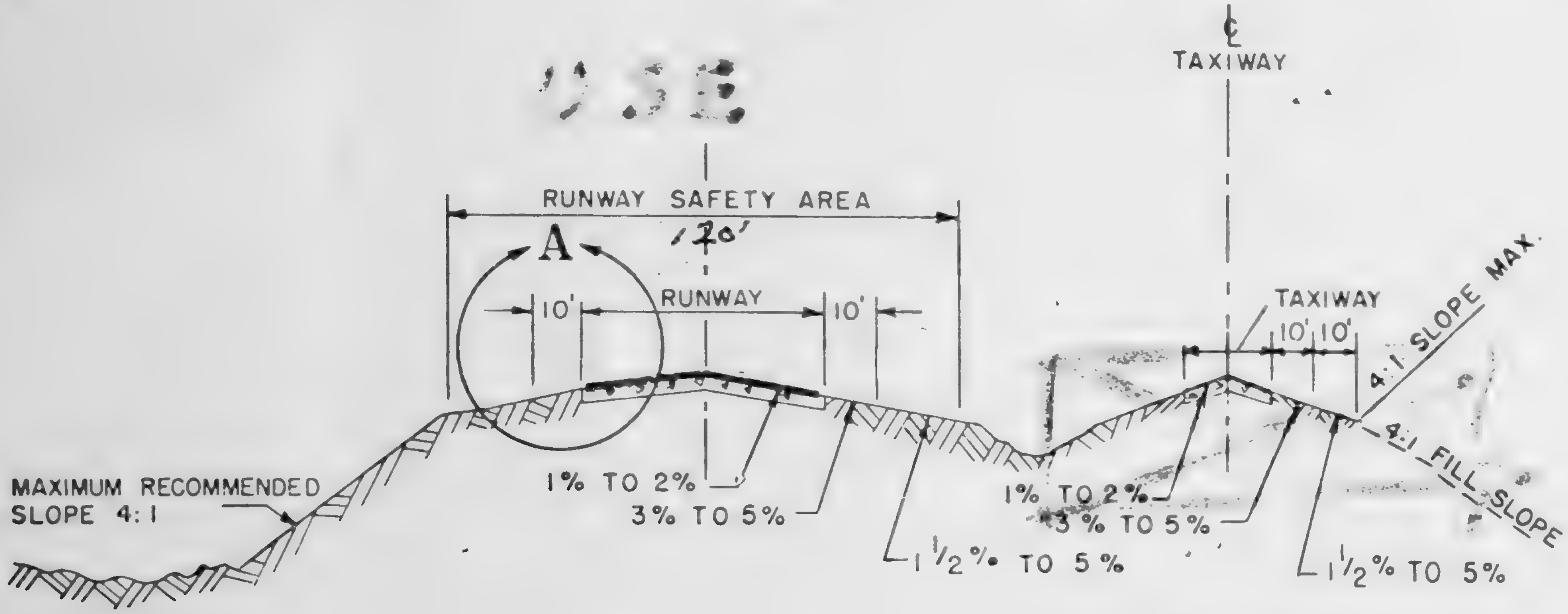
LEGEND

① Construct Runway ▬
② Install Runway Lights (LIRL) • •
③ Construct Fence (4 Std. Barbed Wire) — - -
④ Land Reimbursement (114.1 acres) ▭
⑤ Land Acquisition for Clear Zone Easement ▨

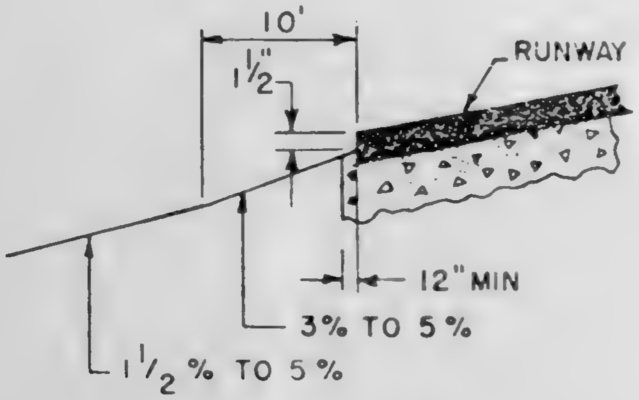
PRE-APPLICATION
JOHN DAY STATE AIRP
CROSS-WIND RUNWAY
CONSTRUCTION

-01 PROJECT ADAP

DWN. BY: G.M. NOV. 7[illegible]



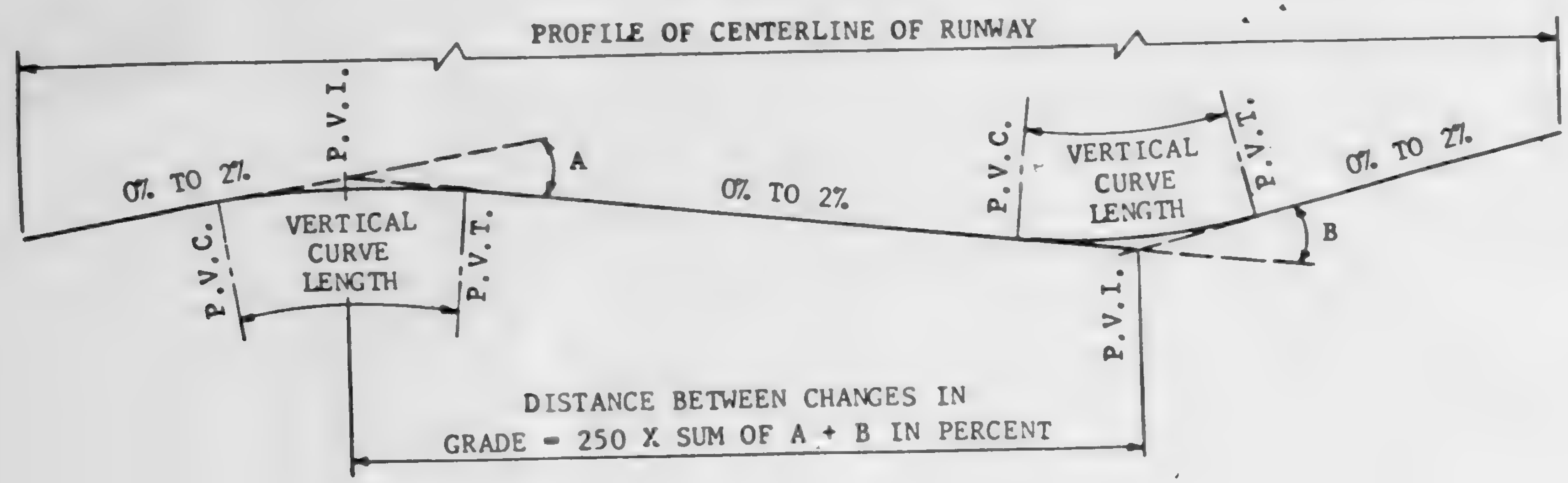
LOCATION OF DITCH, SWALE OR HEADWALL DEPENDS ON SITE CONDITION BUT IN NO CASE WITHIN LIMITS OF RUNWAY SAFETY AREA.



DETAIL A

TRANSVERSE SLOPES SHOULD BE ADEQUATE TO PREVENT THE ACCUMULATION OF WATER ON THE SURFACE. SLOPES SHOULD FALL WITHIN THE RANGES SHOWN ABOVE. THE RECOMMENDED $1\frac{1}{2}"$ PAVEMENT EDGE DROP IS INTENDED TO BE USED BETWEEN PAVED AND UNPAVED SURFACES IT IS DESIRABLE TO MAINTAIN A 5% SLOPE FOR THE FIRST 10' OF UNPAVED SURFACE IMMEDIATELY ADJACENT TO THE PAVED SURFACE.

FIGURE 7-5. TYPICAL CROSS SECTION



VERTICAL CURVES

LENGTH OF VERTICAL CURVES WILL NOT BE LESS THAN 300' FOR EACH 1% GRADE CHANGE, EXCEPT THAT NO VERTICAL CURVE WILL BE REQUIRED WHEN GRADE CHANGE IS LESS THAN 0.4%.

SIGHT DISTANCE

SEE PARAGRAPH 31.

GRADE CHANGE

MAXIMUM GRADE CHANGE SUCH AS (A) OR (B) SHOULD NOT EXCEED 2%.

FIGURE 7-3. LONGITUDINAL GRADE LIMITATIONS

1859
VICTOR ATIYEH
GOVERNOR

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

December 16, 1980

Wadell Engineering Corporation
1860 E. Camino Real, Suite 300
Burlingame, CA 94010

JOHN DAY STATE AIRPORT

The Aeronautics Division has submitted a Pre-Application for Federal Assistance to construct a cross-wind runway at the John Day State Airport. We solicit your firm's present interest and capabilities to perform engineering work for the project.

A Consultant Selection Committee formed under Department of Transportation procedures will review your response, along with others, and make a selection of three (3) consultants from whom formal proposals will be requested. Your reply will be reviewed, if received at our office on or before January 7, 1981.

This letter is not a request for proposal, but a means of determining your firm's interest and capabilities to do this study. Your reply will be a significant factor in our decision to whom the invitations for proposal will be made.

Invitations for formal proposals will be sent on or about January 14th. Selection of the consultant will be made prior to January 30th.

This project will be done under a Federal Airport Development Aid Program Grant (ADAP) administered by the Federal Aviation Administration (FAA). This grant must be received and accepted by the Oregon State Transportation Commission prior to July 1, 1981, at which time the Division's 1979-1981 budget ends. This project must be under Federal Grant in order to be carried over into the next budget period.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

The following is the time table we hope to meet to obtain the grant:

1.	January 30, 1981	Execution of consultant contract;
2.	April 15, 1981	Completion of the final plans and specifications and letting of bids to contractors;
3.	May 7, 1981	Selected construction contract proposal to FAA for acceptance. Upon FAA acceptance, complete grant;
4.	May 14, 1981	Receive and accept grant by Oregon State Transportation Commission.

A brief scope of the work is shown on the attached portion of the Pre-Application submitted to FAA. The total project cost including the engineering is estimated between $325,000 and $400,000.

Please call me or Tom Robertson, The Division's engineer, (Toll Free 1-800-452-9105) if you desire additional information. We look forward to your reply.

Sincerely,

PAUL E. BURKET
Aeronautics Administrator

Roy M. Raasina, Manager
Airports Branch

RMR:da

9446

Salem, Oregon
December 6, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer

A-21-R.L.C. Inv., Inc.
A-22-Terry B. Lyons
John Day Airport
Grant County

Attached are two descriptions, an authorization and six prints covering a proposed expansion of the subject airport.

Also attached is a description of a 10.08 acre tract of surplus airport property that is to be traded for the R.L.C. Inv. property together with a monetary consideration. Please see your copy of Mr. Paul E. Burket's letter to Mr. Schroeder dated November 25, 1974 regarding this.

The completion of the descriptions was delayed because the Terry Lyons deed was not received until December 4.

BY:

Floyd O. Scott
Right of Way Descriptions Engineer

we
cc: Paul E. Burket
Harold Brainerd

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 6 - 1974
ROAD
DESIGN
SECTION

Bring up
Other

9446

STATE OF OREGON
AERONAUTICS DIVISION

3040 25th STREET S.E. • SALEM, OREGON • 97310 • Phone 378-4880

TOM McCALL
GOVERNOR

PAUL E. BURKET
Aeronautics Administrator

November 25, 1974

Mr. R. L. Schroeder, Director
Planning Branch
Oregon State Highway Division
Highway Building
Salem, OR 97310

Subject: Purchase of Land Adjacent to the John Day State Airport for Location of a Crosswind Runway

Dear Mr. Schroeder:

This is our request and your authority to purchase the subject land in accordance with the following conditions and previous actions:

(1) Purchase of land is based on appraisal by Jack E. Lewis dated June 24, 1974 and reviewed by Carl C. Schmidt September 6, 1974.

(2) In a negotiating meeting held on October 17, 1974 with sellers' agent, Mr. Terry Lyons and Messrs. Harold Brainerd, State Highway Division, Paul E. Burket and Roy Raasina of the State Aeronautics Division, it was agreed that acquisition of the land in fee, Parcel #1, 114.26 acres, is to be made at a total land purchase price of $37,565.00 with payment to be made by trading 10.08 acres, Parcel #2, of State land valued at $2,520 and a cash payment of $35,045.

(3) On November 22, 1974, the State Emergency Board approved expenditure of funds as stated above.

1 Versteeg ✓
A. Olson
Terpin
2 Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 2[illegible]
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

(4) In our negotiations, paragraph 2 above, Parcel #3, shown in the appraisal, was deleted from the proposed transaction and damages of $9,000 were restored to the value of the 114.26 acres in Parcel #1.

(5) Parcel #1 is in two ownerships. One, a triangular piece of approximately five acres of Tract #43, is owned by Terry Lyons. The remaining acreage is owned by RLC Investments, Inc. A map and descriptions of these ownerships are being prepared by Floyd O. Scott, Right-of-Way Description Engineer, Design Section, State Highway Division.

[illegible]
Dec. 4, 1974

(6) In billing the Aeronautics Division, please show acquisition costs, negotiations, filing fees, personnel, travel, etc., separate from the fee cost of land, i.e., cash and trade value.

For additional information or direction, please contact me or Roy Raasina at the Aeronautics Division office.

Sincerely,

PAUL E. BURKET,
Aeronautics Administrator

PEB:RMR:sh
cc: Mr. J. B. Boyd
Mr. Floyd Scott ✓
Mr. Harold Brainerd

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. L. Schroeder
Assistant State Highway Engineer

DATE: June 19, 1974

FROM: Paul E. Burket
Aeronautics Administrator Paul E. Burket

SUBJECT: Request for Appraisal Work at John Day State Airport

We request your Division's services in making an appraisal report: (1) On a parcel of land within our airport boundaries; (2) Land adjacent to the airport we wish to acquire for airport use from a subdivision developer, United Farm Agency; and, (3) Value of an access road right-of-way to United Farm Agency through our airport property.

The values of Items (1) and (3) above would be considered in establishing a purchase price for the land we wish to acquire, Item (2). A developer's map and land descriptions defining the land to be appraised are enclosed.

Mr. Harold Brainerd of your Region V has attended two meetings relative to acquiring the land with us and the United Farm Agency's representative, Terry Lyons. His meeting with us was arranged through Mr. Boyd's office.

The Federal Aviation Administration is also interested in this land acquisition as it will be used primarily for construction of a much needed crosswind runway.

This construction is not included in our 1973-74 budget, but will be submitted for inclusion in the 1975-77 budget.

After the appraisals are completed, we will request further assistance from your Right-of-Way Section in determining the best procedures to follow in securing this land for acquisition during the 1975-77 biennium. We will also submit a Request for Federal Aid to FAA for land reimbursement or land acquisition and construction of the crosswind runway during our 1975-77 biennium budget period.

The land surrounding the airport and the land we wish to acquire is being sold at a rapid rate. We will appreciate your early consideration of this request.

PEB:RMR:sh
Enclosures

RECEIVED
JUN 20 1974
Office of
[illegible]

FORM 81 714 9446

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Bend, OR 97701

June 14, 1974

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: John Day Airport

TO: J. B. Boyd
Right of Way Engineer

Attached is a photocopy of the vesting deed, which will be needed for the preparation of a description for an addition to the John Day State Airport.

Last week I attended a meeting at the airport, along with Mr. Burket and Mr. Raasina from the Aeronautics Division. They wish to proceed with the preparation of a description and the obtaining of an appraisal on the proposed addition to the airport. They expressed the desire that the appraisal be made by a fee appraiser and that a preliminary discussion be held regarding the appraisal fee.

Mr. Raasina is delivering to Mr. Schroeder's office the necessary data regarding description, maps, etc., and I advised that I would obtain the necessary vesting deed, which is attached.

Preliminary discussion has been held with a fee appraiser, and the Aeronautics Division has indicated approval of the suggested appraisal fee.

The timing of this is fairly critical, so the description should be pushed, if possible.

Harold G. Brainerd
Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

Attachment

1 ✓
2

RECEIVED
JUN 74
ROAD

Requires Approval ☐
Receiver Keep
Do not File
Return To
Other

1982 Port Orford Rock Prod. at 9447
M.P. 310.9 on the Oregon Coast
Highway.

August 12, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9447

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9447 awarded to G. S. Hulsey Crushing, Inc., for the Port Orford Rock Production Project on the Oregon Coast Highway in Curry County.

Final payment on this contract is $2,000 and the total contract amount is $52,638.30. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: G. S. Hulsey Crushing, Inc.
307 Central
Coos Bay, OR 97420

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
Alfred Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Port Orford Rock Production
WEEK ENDING: July 17, 1982
SECTION PREFIX: 8-8315
HIGHWAY: Oregon Coast
COUNTY: Curry
NAME OF JOB: Port Orford Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: G. S. Hulsey Crushing
CONTRACT NUMBER: 9447
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 30, 1982
DATE WORK STARTED: May 19, 1982
~~ESTIMATED~~ COMPLETION DATE: July 9, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS: 100 CWD
WORK DAYS USED
CALENDAR DAYS USED: 82 CWD
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 82
PROJECT AUTHORIZATION: $ 62,746.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 57,266.00
ENGINEERING AUTHORIZATION: $ 5,480.00
This Week 743.71
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,638.30
ENGINEERING COST TO DATE: $ 4,600.00
DATE PROJECT WAS COMPLETED: July 9, 1982
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8 %
PERCENT OF AUTHORIZATION: 84 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			In Stockpile		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			9,605.53		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,605.53		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Cloudy	0		
MONDAY 12	Cloudy	0		
TUESDAY 13	Fair	0		
WEDNESDAY 14	Cloudy-Rain	0		
THURSDAY 15	Cloudy	0		
FRIDAY 16	Fair	0		
SATURDAY 17		0		

K

RECEIVED
JUL 19 1982
CONSTRUCTION SECTION
FOE
QCS
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	
MONDAY 12	The Project was completed July 9, 1982. Equipment removal and Pit clean up is all that remains to be done.
TUESDAY 13	
14 WEDNESDAY	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

The Project was completed on July 9, 1982. Equipment removal and Pit clean up is all that remains to be done.

The Semi-Final Estimate is being Mailed in today, Friday July 16, 1982.

This is the Final Weekly Report.

SIGNED F. D. Morrison LOCATION Coquille
F.D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Port Orford Rock Production	
HIGHWAY NAME Oregon Coast	HIGHWAY NUMBER 9

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Curry	CITY
LENGTH	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Rock Production

PROJECT DESCRIPTION

This is a rock production project to produce 3/4-0 material for use by maintenance forces to maintain the Oregon Coast Highway in active slide areas. 10,000 cubic yards of material is needed.

The most recent rock production was Contract No. 9078 in 1980. Subject project should be identical to Contract 9078.

1 Versteeg ✓
Anderson
2 Adams
3 Olson a
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
FEB 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
N/A

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) —

DESIGN STANDARDS —

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E.
Location Engineer
Date 2/17/82

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Do Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☒	☐	☐
Utilities	☐	☒	☐

Type ____________________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	N/A
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	—

RECOMMENDED CONSTRUCTION DATE	March 1982 (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Rock Production	57,000	
ENGINEERING & CONTINGENCIES 20%	11,400	
PROJECT TOTAL	70,400	

SUBMITTED BY

9447

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

TO: H.S. Coulter, P.E.
State Highway Engineer

DATE: February 3, 1982

FROM: D.E. Swan, P.E. D E Swan
Operation Programming Engineer

SUBJECT: Port Orford Rock Production
Oregon Coast Highway
Curry County

NOTED
H. S. COULTER

Attached is a Project Request for subject project to replenish stockpile aggregates depleted by recent slides.

We need approval, by delegated authority, to proceed with a State funded survey for the project.

KO:bkc
Attachments

RECEIVED
STATE HWY ENGR
FEB 3 '82
REFER TO
FOR
Info | Inv | R/C | [illegible] | [illegible] | [illegible] | File

Orig [illegible]
E
[illegible] mailing
[illegible]

2/11/82 added to HSC del. auth. report for Feb OTC meeting

REGON STATE HIGHWAY DIVISIC
PROJECT REQUEST

A. IDENTIFICATION: Date: 1-29-82

Proposed Section: Port Orford Rock Production Region: 3
Highway: Oregon Coast St. Hwy. No. 9 M.P. ____ to M.P. ____ Length: ____
County(s): Curry (Attach Sketch Map)
Recommended Construction Date: March 1982 Proposed 6 YP ____
Method of Doing Work: Contract XX St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A									
Proposed Facility:										

D. DEFINE THE PROBLEM:
The southern section of the Oregon Coast Highway is currently experiencing serious slide problems. Maintenance to keep the highway open to traffic is rapidly depleting stockpiled aggregate.

E. PROPOSED SOLUTION:

To replenish the stockpiled aggregate.

F. REASON FOR REQUEST AT THIS TIME:
Stockpiles are being rapidly depleted. Aggregate is necessary to keep the highway open to traffic.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) Aggregate Production	68,400.00
Preliminary Engineering (By Whom) State	2,000.00
TOTAL	$ 70,400.00

H. REQUESTED BY: ____
Region Engineer or Section Head

[✓ Approval]/Disapproval ____ 3/3/82
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date 3/3/82

Form 734-1386 (3-78)

1982 Gettings Ck., Cabin Ck. & 9448
S. Umpqua Safety Rest Areas on Pac.
Hwy.(Build. Imp. & Water System)

rll

STATE COPY

cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane and Douglas	DIVISION Oregon
DATE OF REPORT 11/17/84	REPORT MADE BY 11-17-84 W. N. Bryant, Area Engineer		PROJECT NO. I-5-2(89)112
COMPLETION DATE (Actual) 1/28/83	ACCEPTANCE DATE BY CONRTACT AGENCY 4/12/83	TIME ELAPSED 100 %	CONTRACT TIME 120 CD

LOCATION

I-5, 3.0 miles North of Myrtle Creek, North 66 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GETTINGS CREEK, CABIN CREEK & SOUTH UMPQUA SRA
PACIFIC HIGHWAY
Building Improvement & Water System

NOTED

This project provided for the upgrading of three existing SRA's (six separate units) to meet minimum access requirements for the handicapped and aged, improvment of the water system for the South Umpqua SRA and incidental work common to this type of project.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D.R	Sign	Act	File

A contract in the amount of $86,220 was awarded to Banducci Bros. Construction of Roseburg, Oregon on 3/30/82. Work began on 6/10/82 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 1/28/83 at a final cost of $104,226.21, which includes $86,220 for original bid item work, $3,111.87 for work completed under approved Price Agreements, $4,494.34 for approved State Force work, and $10,400 for construction engineering.

All contract work was completed on 8/27/82 except for the furnishing and installation of new flush valves for the handicapped stalls at the Gettings and Cabin Creek SRA's under Price Agreement No. 2. A shutdown order was issued effective 8/27/82 until such time as the new valves were received. This work was satisfactorily completed on 1/28/83.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G K HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 11/26/84	TITLE Field Operations Engineer	DATE 11/26/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

A total of 133.5 calendar days were used in completing the work, as compared with the 120 calendar days allowed under the contract. A 13.5 calendar day time extension was approved on 11/29/82 because of work completed under approved Price Agreement No. 2.

The State's materials certification and project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved established procedures and found to be in reasonably close conformance with specification requirements.

The State has satisfactorily explained all overruns and underruns. A copy of the explanation is contained in the Division Office files.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 29, 1984

In Reply Refer to
File No.: CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. I-5-2(89)112

Contract 9448 , Work Completed January 28, 1983

Project Gettings Cr., Cabin Cr. & S. Umpqua SRA's

Highway Pacific

County Lane

Acceptance: Federal Hwy. Admin. November 16, 1982

Oregon Transportation Commission April 12, 1983

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

BMW:mk

cc: Frank Griffin
B. M. Walton
Construction Files

CPC/FL1A

944x

April 21, 1983

W. R. Reed and Company
4800 S.W. Macadam
Portland, OR 97201

CON 5
#9448

Gentlemen:

Contract No. 9448 awarded to Banducci Bros. Construction for building improvements and water system in Gettings Creek, Cabin Creek and So. Umpqua Safety Rest Areas on the Pacific Highway in Lane and Douglas Counties was completed on February 18, 1983, and accepted by the State Highway Division on April 12, 1983.

Final payment in the amount of $500.00 will be released to the contractor after April 26, 1983. The total contract amount is $89,331.87 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Banducci Bros. Construction
P.O. Box 2307
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

944

B

CON

November 29, 1982

Banducci Brothers Construction
P. O. Box 2307
Roseburg, Oregon 97470

Time Extension Request
Gettings Cr., Cabin Cr., S. Umpqua S.R.A.
Contract No. 9448
I-5-2(89)112

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 13.5 calendar days is granted due to delays in obtaining materials to accomplish the work required in Price Agreement No. 2.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
Alfred Shirely, Jr. w/att.
Ron Busey w/att.
FHWA w/att.
Bob Church w/att.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engr.

DATE: November 9, 1982

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Gettings Cr., Cabin Cr.
South Umpqua SRA's
Contract No. 9448
Request for Extension

RECEIVED
NOV 10 1982
CONSTRUCTION SECTION
CE
CAE
FOE
QCS
SCS
EEO
OM
CA
LS
TC
FE
CP

Herewith copies of request for time extension on subject project. Also attached is the Project Manager's analysis and recommendation. I generally agree with the end result of the analysis but would suggest that we handle with a time extension as requested by the contractor.

We have a classic case of concurrent delays, some of which are the responsibility of the contractor and some of which fall to the state. Since the contractor had not fulfilled all work under the contract, it was appropriate to let time go on until the shutdown date. The design problems with the air flush toilets made it impractical to open the facility. The contractor was able to fulfill the contract requirements while we were getting the design alterations made.

I would then recommend a time extension of 13.5 days to cover the added work and time lost due to design defects.

jjg/cw
Encl.

cc Ron Busey

11-26-82

W.E. Schwartz:
The work which actually delayed project completion was the replacement of some Sloan valves under Price Agreement No. 2. Therefore, I recommend a time extension of 13 1/2 calendar days.

O. B. Jackmond

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-2(89)112

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/22/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua, Cabin Creek and Gettings Creek Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Furnish and install chlorinator pump at South Umpqua SRA

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are needed, I approve the advance authorization date of 10/22/82 as requested in Mr. Keasey's letter of 11/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $628.77 Federal Funds $580.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 11/30

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

9448

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-34

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-4-82

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Lane & Douglas

Project Number I-5-2(89)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 99,178.00	$ 105,604.00
Federal funds	$ 91,460.00	$ 97,387.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Program Control Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 29, 1982

Federal-Aid Project
No. I-5-2(89)112

South Umpqua SRA
Cabin Creek SRA
Gettings Creek SRA
Pacific Highway
Lane & Douglas Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
South Umpqua Safety Rest Area

Subtotal of previous estimate of April 12, 1982 $ 51,776.00

Additional Items

Hand Rail & Drain Line (P.A. #1)		All Required	$ 634.45
Water Filters (P.A. #3)	2 Each	515.00	1,030.00
Pressure Regulators (P.A. #3)	2 Each	258.00	516.00
Flush Valves (P.A. #2)		All Required	655.52
Install & Remove Temp. Barr., Guardrail & Signs (S.F.O. #1)		All Required	2,375.00
			$ 5,210.97
		Increase	$ 5,210.97
		SUBTOTAL	56,986.97
		Engineering	8,548.03
		TOTAL	$ 65,535.00

Type Code Y022
Gettings Creek Safety Rest Area

Subtotal of previous estimate of April 12, 1982		$ 19,233.00
	Engineering	2,884.00
	TOTAL	$ 22,117.00

Type Code Y022
Cabin Creek Safety Rest Area

Subtotal of previous estimate of April 12, 1982		$ 15,611.00
	Engineering	2,341.00
		$ 17,952.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
South Umpqua SRA	$ 65,535.00	$ 60,436.00	$ 5,099.00
Gettings Creek SRA	22,117.00	20,396.00	1,721.00
Cabin Creek SRA	17,952.00	16,555.00	1,397.00
TOTAL	$105,604.00	$ 97,387.00	$ 8,217.00

Group 1 100%
Contract No. 9448
Prefix: 620-1058

14116

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-62	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-22-82	State Oregon County Douglas & Lane Project No. I-5-2(89)112

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Umpqua, Cabin Creek and Gettings Creek Safety Rest Areas

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATE 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 99,178.00	$ 91,460.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XX By FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator [illegible] 24 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. I-5-2(89)112

South Umpqua SRA
Cabin Creek SRA
Gettings Creek SRA
Pacific Highway
Lane and Douglas Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y022
South Umpqua Safety Rest Area

Mobilization	67 %	All Required	$ 2,881.00
Site work at S. Umpqua SRA		All Required	6,443.00
Building Improvements at S. Umpqua SRA		All Required	24,038.00
Water Supply Equipment		All Required	4,977.00
Well Housing		All Required	2,400.00
6,000 Gallon Steel Reservoir		All Required	10,897.00
			$51,636.00

Anticipated Items

Permit Fees	All Required	$ 140.00
	SUBTOTAL	$51,776.00
	Engineering	7,507.00
	TOTAL	$59,283.00

Type Code Y022
Gettings Creek Safety Rest Area

Mobilization	18 %	All Required	$ 774.00
Site work at Gettings Creek SRA		All Required	4,270.00
Building Improvements at Gettings Creek SRA		All Required	14,059.00
			$19,103.00

Anticipated Items

Permit Fees	All Required	$ 130.00
	Subtotal	$19,233.00
	Engineering	2,788.00
	TOTAL	$22,021.00

Type Code Y022
Cabin Creek Safety Rest Area

Mobilization	15 %	All Required	$ 645.00
Site work at Cabin Creek SRA		All Required	2,850.00
Building Improvement at Cabin Creek SRA		All Required	11,986.00
			$15,481.00

Anticipated Items

Permit Fees	All Required	$ 130.00
	SUBTOTAL	$15,611.00
	Engineering	2,263.00
	TOTAL	$17,874.00

Length of Project ------------------ 0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
South Umpqua SRA	$59,283.00	$54,670.00	$4,613.00
Gettings Cr. SRA	22,021.00	20,307.00	1,714.00
Cabin Cr. SRA	17,874.00	16,483.00	1,391.00
TOTAL	$99,178.00	$91,460.00	$7,718.00

Group 1 100%
Contract No. 9448
Prefix: 637-1915 F
Prefix: 610-1058

9448   7-27-82.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-2(89)112
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/29/82
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua, Cabin Creek and Gettings Creek Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Install and remove temporary, type 2 guardrail, barricade and roadside signing at South Umpqua SRA - North & South bound

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/29/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,375 Federal Funds $2,190.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO Mochrie
FOR
Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/27/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gettings Cr., Cabin Cr., & S. Umpqua Safety Rest Areas

WEEK ENDING: 9-11-82

SECTION PREFIX: 620-1058

HIGHWAY: Pacific

COUNTY: Lane & Douglas

NAME OF JOB: Gettings Cr. - Cabin Cr.

KIND OF WORK: building improvements & water system

CONTRACTOR: Banducci Bros. Const.

CONTRACT NUMBER: 9448

FEDERAL AID PROJECT NUMBER: I-5-2(89)112

DATE OF CONTRACT: 3-30-82

DATE WORK STARTED: 6-10-82

ESTIMATED COMPLETION DATE: 8-12-82

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 133.5

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 112.5

PROJECT AUTHORIZATION: $ 99,179.90

EXCLUSIVE OF ENGINEERING: $ 90,517.90

ENGINEERING AUTHORIZATION: $ 8662.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 89.2

This Week: 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,957.00

ENGINEERING COST TO DATE: $ 9165.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.7

ESTIMATED PERCENT: OVERRUN 3.8 %

PERCENT OF AUTHORIZATION: 105.8 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5		0		
MONDAY 6		0		
TUESDAY 7		0		
WEDNESDAY 8		0		
THURSDAY 9		0		
FRIDAY 10		0		
SATURDAY 11		0		

RECEIVED
SEP 13 1982
CONSTRUCTION SECTION

CE K
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FOE Dax
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	Plumber installed new chlorination pump.
TUESDAY 7	No activity rest of week.
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Anticipated Next Week:

No work.

This will be the last weekly report until price agreement work resumes.

SIGNED Ronald V. Bursey LOCATION Roseburg

Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9447

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-5-2(89)112

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90276

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/3/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

South Umpqua, Cabin Creek and Gettings Creek safety rest areas

11. GENERAL DESCRIPTION OF WORK

Building, improvements and water supply

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIM [illegible] ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permit Fees $140 (South Umpqua)
Permit Fees $130 (Gettings Creek)
Permit Fees $130 (Cabin Creek)

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/1/82 request and certifying statements are accepted

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $124,960 Federal Funds $115,236.

A signed copy of the Title Sheet is returned herewith.

(Decrease TEC $29,040 Federal Funds $26,764)

3/3/82 | for Division Administrator

FORM FR-1240
(Rev. 12-79)

9448

2-10-82

2

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-2(89)112

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/10/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua, Cabin Creek and Gettings Creek Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 2/5/82 I approve the program change as follows:

1) Project Location: Change to read "I-5, 3.0 mi. N. of Myrtle Cr., N. 66 mi."

2) County Name & Code: Add "Lane (039)."

3) Project Name: Change to read "S. Umpqua, Cabin Cr., & Gettings Cr. Safety Areas."

4) Remarks: Add ".... Item No. 10052; Project No. I-5-1(97)10."

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
FOR
[illegible]

14. DATE 2/10/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9448

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90276
Project No. I-5-2(89)112
South Umpqua Safety Rest Area
Douglas County

I request approval of a program change to add "handicapped improvements" requiring revisions as follows:

1) Project Location: Change to read "I-5, 3.0 mi. N. of Myrtle Cr., N. 66 mi."

2) County Name & Code: Add "Lane (039)".

3) Project Name: Change to read "S. Umpqua, Cabin Cr., & Gettings Cr. Safety Areas".

4) Remarks: Add ".... Item No. 10052; Project No. I-5-1(97)10".

No additional obligation of funds is anticipated for this change.

JLG:bkc

cc: General Files

Form 734-3122

7448 1-15-82 I-5

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Gettings Cr. SRA

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION: 3

ADMINISTRATIVE DISTRICT: 5

COUNTY: Lane

CITY:

LENGTH:

MILEPOST NUMBER: 178.07 ~~TO~~ & 178.21

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Sewer & Water

PROJECT DESCRIPTION

Reconstruct the water supply system and the sewage disposal system. ~~Construct handicap amenities~~.

Verstoeg ✓
Anderson
Adam
3 [illegible]
Sullivan
[illegible]
7 [illegible]

RECEIVED
[illegible] 0 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
[illegible]
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): N/A

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Papin
Location Engineer
Date 1-15-82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN UMBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☒	☐	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River ______________	☐	☒	☐
Stream ______________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☒	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☒	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☐	☒
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☐	☒
Utilities	☐	☒	☐	Design Review	☐	☐	☒

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(14)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	(6)	6

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

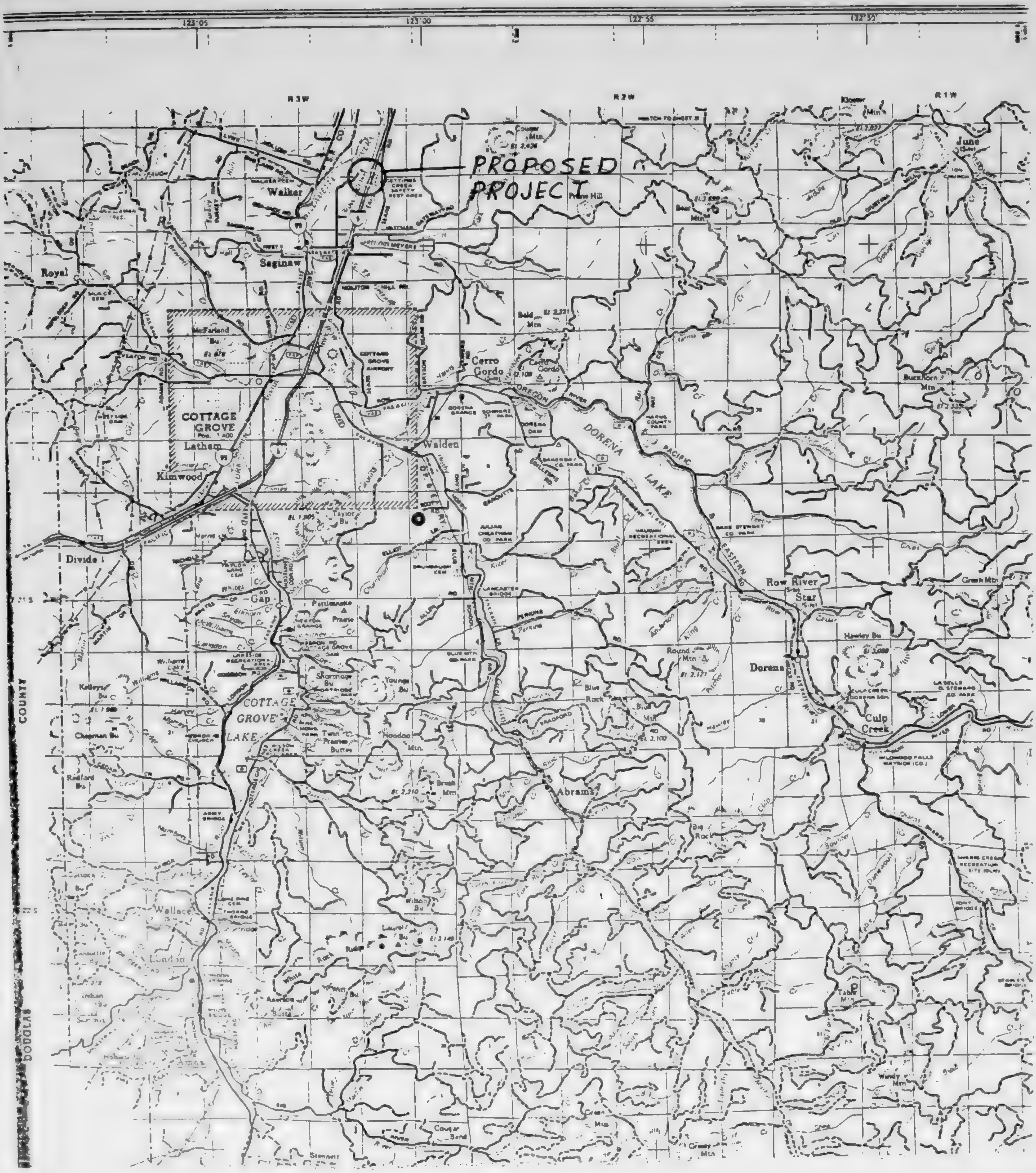
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	18.400
RIGHT OF WAY		
TRAFFIC CONTROL		2 000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Water and sewer improvements	200,000	300.000
ENGINEERING & CONTINGENCIES	40,000	60.000
PROJECT TOTAL	250,000	380.400

SUBMITTED BY Roger E
Region Design Supervisor

FORM 734-1730 (12-78) Page 4

[redacted]



PROPOSED PROJECT
123°05
123°00
122°55
122°50
R3W
R2W
R1W
Walker
Saginaw
Royal
Cottage Grove Airport
COTTAGE GROVE Pop. 7,600
Latham
Kimwood
Divide
Cerro Gordo
Walden
DORENA LAKE
Oregon Pacific & Eastern RR
Row River
Star
Dorena
Culp Creek
June
Bald Mtn
Cougar Mtn
Buckhorn Mtn
Green Mtn
Hawley Bu
Round Mtn
Blue Rock
Blue Mtn
Abrams
Big Rock
Taylor Bu
Gap
Rattlesnake Prairie
Shortridge Bu
Youngs Bu
COTTAGE GROVE LAKE
Twin Prairie Buttes
Hoodoo Mtn
Brush Mtn
Kelleys Bu
Chapman Bu
Radford Bu
Wilson Bu
Laurel Bu
Rock Ridge
Wallace
London
Indian Bu
Table Mtn
Windy Mtn
Cougar Bend
Green Mtn
Grassy Mtn
Stennett
Row River
Culp Cr
Anderson Cr
King Cr
Mosby Cr
DOUGLAS COUNTY

I-5

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Gettings Cr, Cabin Cr & S. Umpqua SRA
Highway: Pacific
County: Douglas

Contract No.: 9448
Prefix: 620-1058
F.A. No.: I-5-2(89)112

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	86,220.00	86,220.00	0
	Anticipated Items	$	400.00	0.00	-100.0%
	Contingencies	$	3,897.90	7,893.25	+102.5%
	Engineering	$	8,662.00	9,325.00	+ 7.7%
	Total	$	99,179.90	103,438.25	+ 4.3%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Contingencies: The below State Force Orders were the major reasons for overrunning this item.

SFO #1 - Signing, barricades & guardrail for S. Umpqua SRA closure

2,375.00 1859.00 -22 %

This contract included major work on the toilet and water systems at this rest area. There were no provisions in the contract anticipated items for a closure eventhough it was clear that the water service would be interrupted while the new system was being installed. Also, new low water-air pressure toilets were installed in both buildings and as this was a new type facility, unseen problems were both expected and experienced as is noted in the narrative.

SFO #2 - Striping and emblems for handicap facilities

2,250.00 2,293.59 +2 %

Although striping was noted in the plans, "to be done by others", there was nothing set aside in the Anticipated Items, therefore, the money had to come from the contingencies.

RECEIVED
MAR 17 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File
Return
Bring Up
Action

1982 Pacific Hwy. E. @ Mt. Hood. 9449
Ave. (Woodburn) Sec. (Traffic
Signal Installation)

C&A 7493 6-11-81

9449

D

December 3, 1982

St. Paul Fire & Marine Insurance Company
825 N.E. Multnomah, Suite 800
Portland, OR 97232

CON 5
#9449

Gentlemen or Ladies:

On November 22, 1982, we wrote to you concerning release of final payment on Contract No. 9449 awarded to Electric Corp. for traffic signal installation on Pacific Highway East at Mt. Hood Avenue in Woodburn, Marion County.

Final payment on this contract is $693.35 and the total contract amount is $15,451.01 including $1,584.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Electric Corp.
P. O. Box 12186
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

94-1.

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. E. @ MT. HOOD AVE. (WOODBURN)		WEEK ENDING: 9-11-82
		SECTION PREFIX: 324-8279
	HIGHWAY: PACIFIC EAST	COUNTY: MARION
NAME OF JOB: PAC. HWY. E. @ MT. HOOD AVE.	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: ELECTRIC CORP.	CONTRACT NUMBER: 9449	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: MARCH 30, 1982	DATE WORK STARTED: 7/12/82	~~ESTIMATED~~ COMPLETION DATE: 7-23-82
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN / SUPERVISION	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 104
PROJECT AUTHORIZATION: $ 18,039.48	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $ 16,463.98	ENGINEERING AUTHORIZATION: $ 1,575.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,755.00	ENGINEERING COST TO DATE: $ 1,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: -4.5 %	PERCENT OF AUTHORIZATION: 76 %	DATE PROJECT WAS COMPLETED: 7-23-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	************			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	************			

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RECEIVED
SEP 14 1982
CONSTRUCTION SECTION

CE K
CAE
FOE
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 7-23-82
SEMI-FINAL SUBMITTED TO REGION II ON 9-10-82
LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER, PROJECT MANAGER

9449

No 140

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 4/27/81

PREFIX 324-8201

1 - IDENTIFICATION

PROJECT NAME Pacific Highway E at Hillsoboro-Silverton Int. (Mt.Hood Avenue) Woodburn

HIGHWAY NAME Hillsboro-Silverton and Pacific East

HIGHWAY NUMBER 1 and 163

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY Woodburn
LENGTH 0.0	MILEPOST NUMBER 31.7 TO --	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Woodburn

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install opticom pre-emption device at the intersection of Pacific Highway East and the Hillsboro-Silverton Highway. This is the northerly intersection at Mt. Hood Avenue

Versteeg
Anderson
Christensen
Olson
Sulliven
Terpin
[illegible]
Wakarlig

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 13,200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E Terpin
Location Engineer
Date 5/22/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	N/A
SHOULDERS	"	"
MEDIANS	"	"
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☐	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(N/A)	N/A
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1981 (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITE	W WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

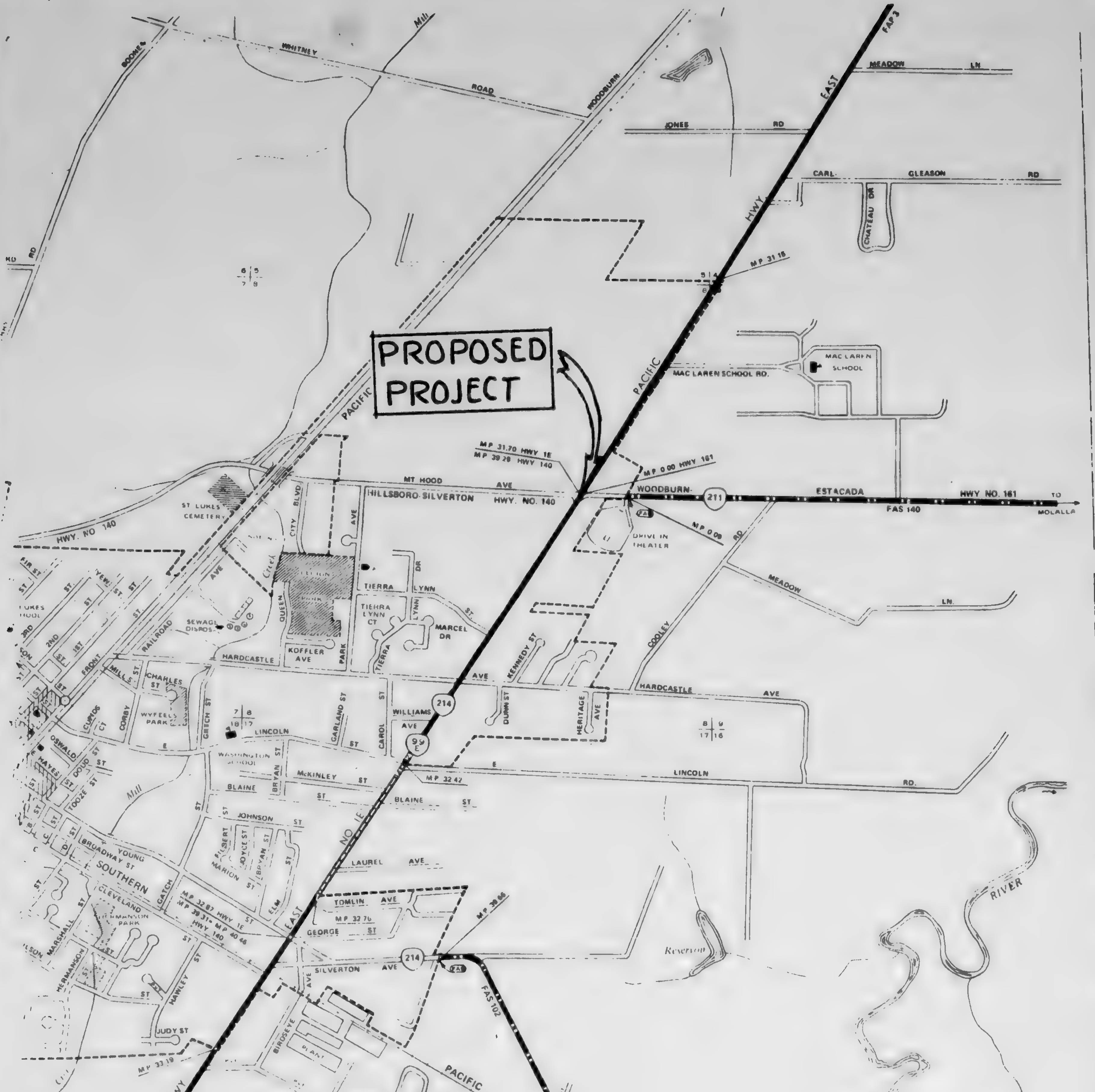
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		3.000
RIGHT OF WAY		18.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		2.000
PROJECT TOTAL		23.000

SUBMITTED BY

FORM 734-1730 (12-78) Page 4



WOODBURN

AND VICINITY

MARION COUNTY OREGON

9449

June 15, 1981

ACC

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Max Pope
City Manager

Gentlemen:

We have executed Agreement No. 7493 for the installation of emergency vehicle pre-emption devices on the Pacific Highway East intersection with the Hillsboro-Silverton Highway (Mt. Hood Avenue).

Accordingly, the City shall contribute 100 percent of the actual total cost of the project, now estimated to be $20,000.00. Please submit your advance deposit in this amount according to the instruction on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

RLH:pf
Attachment

bcc w/AD # 916: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 916 when advance deposit is received.

Rec'd chk 7-7-81
per Faye in L&R

9449

June 11, 1981

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7193

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on traffic signals at the intersection of the Pacific Highway East and the Hillsboro-Silverton Highway (Mt. Hood Avenue).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. aggr. att.)

9449

L.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50873	Nutting, Mary G. et al	$ 285,000.00
51115	Langdon, James H. & Betty J.	-0-
51457	OCTO-BEE, Ltd.	35,000.00
51633	Everiss, Daniel L.	1,775.00
51822	Black Bull Enterprises, Inc.	-0-
	5 Transactions	$ 321,775.00

(2) Letter-Form Agreement with the City of Woodburn for installation of emergency vehicle pre-emption devices on traffic signals at the intersection of the Pacific Highway East and the Hillsboro-Silverton Highway (Mt. Hood Avenue). The State will design, install and maintain the equipment. The City has agreed to pay all costs of the project. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 4 day of June, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 5/29/81

G M

1449

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer

DATE: April 22, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Fire Pre-Empt Agreement Draft
99E at Mt. Hood Avenue
Pacific Highway East and Hillsboro-Silverton Highway
City of Woodburn

Subject draft has been reviewed and appears to contain all necessary provisions.

As a matter of clarification, please include the street name (Mt. Hood Avenue) with the highway name.

Please proceed with negotiations.

L. E. George
L. E. George
Traffic Engineer

BET:ds
Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 23 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9-149

TRA 7

STATE OF OREGON INTEROFFICE MEMO

TO: C. O. Fredrickson Attn: Phil Stearns
Region II Engineer

DATE: March 23, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Opticom Pre-emption
Pacific Highway 1E at Hillsboro-Silverton Highway
City of Woodburn

The proposed Opticom installation for the City of Woodburn has been investigated, and approved by this section. The total estimated cost for this work is $20,000. This includes the necessary replacement of the existing controller.

As we understand it, the City wishes to obligate funds for this work prior to the end of this fiscal year. Would you, therefore, prepare an Order to Render Service and obtain the deposit from the City for the above amount.

The request for preparation of a formal agreement will be prepared by this office.

The decision of whether the work will be done by State Forces or contract has not been determined at this time.

If more information is needed, please let us know.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

BET:er

cc: Dave Weaver
Mainor Holmes

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 24 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

1982 Pacific Hwy. W. @ 12th St. 9450
(McMinnville) Sec. on Adams St. and
Baker St. (Traffic Signal Install.)

C4A 7596 1-12-82

Gen Files

File with "Pacific Hwy W at Adams and Baker Sts (McMinnville) Sect"

City was upset, erroneously, about withdrawal of funds from Local Gov't Investmt Pool.

This would be handy ref. if ever comes up again.

KE Husby
6-13-83

Local Government Investment Pool withdrawals

```
 6,685.00+
    405.79+
21,652.22+
11,761.75+
23,348.39+
    913.88+
64,767.03◇

 3,845.21-
    384.05+
     87.84+
61,393.71*
```

Received in [illegible]

N

6-13-83

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  APRIL 1983          PAGE 2536
                                                                             FISCAL           GRAND TOTAL
      DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE         TO DATE
                                036    8238     296     00                                    286.45CR
                                036    8238     299     00                                    286.45

                                           SUB TOTAL                                          286.45

                                        ** JOB TOTALS **              **             **       286.45  **

                                                                                                          STATE
SHERIDAN-INSPEC WATER LINE   CONT NO     * FA PROJ NOS                                        173.62
                                036    8239     199     00                     173.62CR       173.62CR
                                036    8239     296     00                     173.62         173.62
                                036    8239     299     00
                                           SUB TOTAL                                          173.62

                                        ** JOB TOTALS **              **             **       173.62  **

                                                                                                          STATE
                             CONT NO        FA PROJ NOS                                       156.51
                                036    8240     199     00
                                        ** JOB TOTALS **              **             **       156.51  **

                                                                                                          STATE
PAC HWY W @ 12TH ST          CONT NO 9450 = FA PROJ NOS
                                036    8242     199     00      292.42CR         352.49         352.49
                                036    8242     201     00                    53,288.00      53,288.00
                                036    8242     206     00                        13.01          13.01
                                036    8242     270     01      292.42           320.43         320.43
                                036    8242     270     03                     4,675.00       4,675.00
                                036    8242     296     00      384.05CR      65,151.08CR    65,151.08CR
                                036    8242     299     00      384.05        65,151.08      65,151.08

                                           SUB TOTAL                          58,648.93      58,648.93

                                036    8242     900     00       74.20         1,709.38       1,830.71
                                036    8242     900     00 1                      88.17          88.17
                                036    8242     920     00                                       16.20
                                036    8242     940     00                        73.25          86.25
                                036    8242     941     00                         3.00           3.00
                                036    8242     944     00                       254.69         496.01
                                036    8242     945     00       13.64           103.96         117.90
                                036    8242     946     00                        50.90          50.90

                                           SUB TOTAL             87.84         2,283.35       2,689.14

                                        ** JOB TOTALS **         87.84  **    60,932.28  **  61,338.07  **

                                                                                                          STATE
CITY OF SHERIDAN-TRAFF SIG RE CONT NO      FA PROJ NOS
                                036    8243     199     00                       411.27         611.01
```

As of April/83 $65,151.08

- June Credit - <3845.21>

- June W/D 87.84

W/D to date $61,393.71

RJ 6/8/83

NATIONAL 45-800 EYE-EASE 45-706 20/20 BUFF Made in U.S.A.

City of McMinnville 36-8242

Traffic Signal -
Pacific Hwy @ 12th, Adams + Baker Cont. 9450

	Acct # 4059-01	1	2	3	4	5	6 Balance
	initial deposit						6685000
4/20/82	10% DRAW					668500	6016500
8/82	Cost thru 6/30/82	40579				40579	5975921
10/82	Cost thru 8/31/82	2205801				2165222	
	Est #3 (11761.75)	3381976				1176175	2634524
10/82	Cost thru 9/30/82	3395613	(Credit [illegible])				
12/82	Cost thru 10/31/82	5716815				2334839	299685
1/83	Cost thru 11/30/82	5808203				91388	208297
* 2/83	Cost thru 1/31/83	6086618				<384521>	~~592818~~
	(Project Close to Final - Returned all except costs plus $55.64 which is amount of PE not covered by PE Advance) (Returned 5/83 [illegible])						
3/83	Cost thru 2/28/83	6087290	Note this month				
4/83	Cost thru 3/31/83	6125023				38405	~~554413~~
5/83	Cost thru 4/30/83	6133807				8784	545629
						6133371	

* This credit was not actually processed until June 1, 1983 due to an oversite on my part - This credit was given to return the remaining bal. of the 10% draw that is made at the beginning of the project - Normally this draw is not returned until the prefix cancelation sheet is received and the cost for that month are in, so this credit normally would not have been given yet - but I returned this to the pool on the basis of having received the final Contract Payment Voucher. There is a possibility of more costs for this project (we do not have may costs as of this date)

Rosalyn Wickham
6/8/83

OREGON STATE HIGHWAY DIVISION

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

DATE: 6/1/83

TRANSFER NO. 44

Pg 1 of 4

DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	FOR HIGHWAY DIVISION USE ONLY									AMOUNT	
		ACCOUNT BALANCE				REVENUE ACCOUNT OR CREDIT DISTRIBUTION						
		PRIOR BAL.		NEW BAL.		PREFIX	FCT	SUB FCT	OBJ	P/N GRP		
McMinnville 36-8242	4059-01	1698	92	5544	12	36-8242	299		351	01	<3845	21>
McMinnville 36-8242	4059-01	5544	12	5456	29	36-8242	299		351	01	87	84
Clackamas Co. SOS-BROS-300(5)	4783-01	11547	57	3030	54	203-1042	297				8517	03
Clackamas Co. 1X-9718(1)	4388-01	14688	51	14518	06	303-1904	297				170	45
Clackamas Co. 1X-9718(6)	4388-01	14518	06	1111	09	303-1049	297				3406	97
Wilsonville RS-A619(1)	4417-01	409816	05	409820	54	503-1904	295				<4	49>
Wilsonville RS-A619(2)	4417-01	409820	54	368479	82	503-1043	295				41340	72
Clackamas Co. BRS-A616(3)	4419-01	3169	55	2810	48	503-1906	297				359	07
Clackamas Co. 1X9473(3)	4361-01	41337	18	40946	76	303-2537	297				390	42
Dallas M-6120(1)	4727-01	23788	46	23635	76	327-1097	295				152	70
Eugene BROS-2003(4)	4367-01	19999	35	19348	63	320-1069	295				650	72
Eugene SOS-2003(2)	4416-01	53683	36	53577	82	320-1071	295				105	54
Eugene Monitor PE for Elanco Lane	4416-01	53577	82	50037	72	20-8256	299		351	01	3540	10
Eugene M-000(14)	4231-01	4767	53	3959	52	220-1962	295				808	01
Hillsboro 1X 9022(7)	4038-01	29999	81	28085	31	334-2540	295				1914	50
Lake Oswego BROS-303(1)	4394-01	4064	30	2347	52	303-1050	295				1716	78
Lebanon M-000(31)	4251-01	6839	99	6825	27	322-1991	295				14	72

TOTAL TRANSFER TO: ACCOUNT 734-01000 $ 59325.87

PREPARED BY:

APPROVED BY:
DESIGNATED AUTHORITY

FORM 734-1808 (2-80)

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT

DATE: 4/20/83

TRANSFER NO. 41

DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	FOR HIGHWAY DIVISION USE ONLY: ACCOUNT BALANCE: PRIOR BAL.		NEW BAL.		REVENUE ACCOUNT OR CREDIT DISTRIBUTION: PREFIX	FCT	SUB FCT	DIV	P/N	AMOUNT	
City of Albany Lyons + Ellsworth 122-8249	4415-01	221850	00	111168	38	122-8249	299		351.01		110681	62
Clackamas County Otty Rd. 103-8226	4383-01	8250	48	4316	96	103-8226	299		351.01		3933	52
Lane County 19th + Camp Ck.	4085-02	65354	91	60923	71	120-8265	299		351.01		4431	20
Lane County 19th + Camp Ck	4085-02	60923	71	60719	69		362	03			204	02
Lane County Bailey Hill Rd.	4085-03	40439	40	22529	29	20-8240	299		351.01		17910	11
Lane County Bailey Hill Rd.	4085-03	22529	29	21938	63		362	03			590	66
Marion County IX-1725(2)	4718-08	37500	00	33750	00	324-2534	297				3750	00
Marion County - Salmon Falls	4718-09	468	68	428	59	424-8233	299		351.01		40	09
Marion County - Salmon Falls	4718-09	428	59	424	58		362	03			4	01
McMinnville 36-8242	4059-01	5928	18	5544	13	36-8242	299		351.01		384	05
Portland Devel. Com. 26-8236	4778-01	62072	69	22247	08	26-8236	299		351.01		39825	61
Springfield 120-8283	4070-02	63694	08	49745	90	120-8283	299		351.01		13948	18

TOTAL TRANSFER TO ACCOUNT 734-01000 $ 195,703.07

PREPARED BY: Rosalyn Wickham

APPROVED BY: Frank R Griffin
DESIGNATED AUTHORITY

FORM 734-1808 (2-80)

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

DATE : 1/18/83

TRANSFER NO. 34

Pg 1 of 5

DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	FOR HIGHWAY DIVISION USE ONLY ACCOUNT BALANCE PRIOR BAL.		NEW BAL.		REVENUE ACCOUNT OR CREDIT DISTRIBUTION PREFIX	FCT	SUB FCT	CDU	F/I [illegible]	AMOUNT	
Clackamas Co. Otty Rd-SE Lester	4383	19868	18	13077	85	103-8226	299				6790	33
Lane County Bailey Hill Rd	4085	71221	20	67145	33	20-8240	299				4075	87
Lane County	4085	67145	33	67359	15		362	03			<213	82>
Lane County 19th - Camp CK.	4085	72480	10	71698	41	120-8265	299				781	69
Lane County	4085	71698	41	71656	04		362	03			42	37
City of Dallas Towmotor	4166	7809	57	7725	57	122-8207	299				84	00
Portland Development Comm.	4778	361661	63	217989	86	26-8236	299				143671	77
Multnomah County	4640	64440	00	55248	48	126-8255	299				9191	52
Washington County	4685	487	83	117	08	134-8281	299				370	75
City of McMinnville	4059	2996	85	2082	97	36-8242	299				913	88
City of Albany	4415	246500	00	221850	00	122-8244	299				24650	00
Marion County I-5-5(77)	4718	23000	00	20700	00	624-1084	297				2300	00
City of Salem I-5-5(77)	4385	283620	00	258620	00	624-1084	295				25000	00
City of Portland 1X9300(8)	4690	275800	00	250800	00	326-1062	295				25000	00
City of Albany M-2940(2)	4418	16173	52	702	07	322-1007	295				15471	45
Clackamas County 1X9665(1)	4726	9760	85	3613	03	203-1036	297				6147	82
Clackamas County 303-6605 300(5)	4783	72830	44	55729	88	203-1042	297				17100	56

TOTAL TRANSFER TO ~~[illegible]~~ ACCOUNT 734-01000 $ 281378.19

REPARED BY : Lesalyn Wickham

APPROVED BY : V.E. [illegible]
DESIGNATED AUTHORITY

ORM 734-1808 (2-80)

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

DATE : 12-6-82

TRANSFER NO. 35

		FOR HIGHWAY DIVISION USE ONLY										
		ACCOUNT BALANCE				REVENUE ACCOUNT OR CREDIT DISTRIBUTION						
DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	PRIOR BAL.		NEW BAL.		PREFIX	FCT	[illegible]	[illegible]	[illegible]	AMOUNT	
Clackamas Co. Otty Rd	4383	33233	00	19868	18	103-8226	299				13364	82
City of Dallas Tow motor	4166	3581	76	7809	57	122-8207	299				<4227	81>
Lane County 19th-Camp CRK	4085	79215	79	72590	91	120-8265	299				6624	88
Lane County ✓	4085	72590	91	72480	10		362	03			110	81
Lane County Bailey Hill	4085	75941	42	71650	32	20-8240	299				4291	10
✓ Bailey Hill	4085	71650	32	71221	20		362	03			429	12
McMinnville 36-8242	4059	26345	24	2996	85	36-8242	299				23348	39
Springfield 120-8283	4070	70925	00	63832	50	120-8283	299				7092	50
Portland Devel. Comm. 26-8236	4778	484111	69	361661	63	26-8236	299				122450	06
Washington Co. 1348281	4685	1396	48	487	83	134-8281	299				908	65
City of Portland 1X9228(6)	4690	90750	00	81675	00	26-2588	295				9075	00
City of Portland 1X9300(7)	4690	21300	00	19170	00	326-2587	295				2130	00
Springfield M-1140(3)	4070	47400	00	42660	00	320-1067	295				4740	00
Lake Oswego 1X9473(3)	4357	46590	00	41931	00	303-2537	295				4659	00
Clackamas Co. 1X9473(3)	4361	46590	00	41931	00	303-2537	297				4659	00

TOTAL TRANSFER TO ~~[illegible]~~ ACCOUNT 734-01000 $ 199655.52

REPARED BY :

APPROVED BY : Frank R. Griffin
DESIGNATED AUTHORITY

ORM 734-1808 (2-80)

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

DATE : 10/6/82

TRANSFER NO. 31

DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	FOR HIGHWAY DIVISION USE ONLY									AMOUNT	
		ACCOUNT BALANCE				REVENUE ACCOUNT OR CREDIT DISTRIBUTION						
		PRIOR BAL.		NEW BAL.		PREFIX	FCT	SUB FCT	DOJ	P/T GP		
20-8240 Lane County (Bailey Hill - Fox Hollow)	4085	136000	00	86192	14	20-8240	299				49807	86
Lane County – –	4085	86192	14	82571	36		362	03			3620	78
Salem 1X-1525(3) - Sewer	4311	97500	00	87750	00	324-1079	295				9750	00
Salem 1X-1525(3) - Sewer	4311	87750	00	17550	00	324-1079	295				70200	00
Port nd 1X-000 C (27)	4690	17500	00	15750	00	326-1058	295				1750	00
103-8211 lackamas Co. (Sunnyside @ 97th)	4678	- 0 -		3882	60	103-8211	299				<3882	60>
122-8207 ity of Dallas Tow Motor	4166	17567	46	10768	18	122-8207	299				6799	28
120-8265 Lane County (19th - Camp Ck Rd)	4085	99575	64	85586	02	120-8265	299				13989	62
McMinnville 36-8242	4059	59759	21	26345	24	36-8242	299				33413	97
Portland Devel Comm. 26-8236	4778	700856	53	605904	16	26-8236	299				94952	37
Washington County 134-8269	4685	30723	28	-0-		134-8269	299				30723	28
Washington County 134-8281	4685	3862	67	1396	48	134-8281	299				2466	19
ity of Corvallis 102-8215	4238	63300	00	56970	00	102-8215	299				6330	00

TOTAL TRANSFER TO ~~[illegible]~~ ACCOUNT 734-01000 $ 319920.75

REPARED BY : Loralyn Wickham

APPROVED BY : ____________________
DESIGNATED AUTHORITY

RM 734-1808 (2-80)

REGON STATE HIGHWAY DIVISION

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

DATE : 8-25-82

TRANSFER NO. 30

Pg 3 of 5

DEPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	ACCOUNT BALANCE PRIOR BAL.		ACCOUNT BALANCE NEW BAL.		REVENUE ACCOUNT OR CREDIT DISTRIBUTION PREFIX	FCT	SUB SCT	[illegible]	[illegible]	AMOUNT	
Lincoln County BROS 2100(4)	4321	5640	01	4622	94	221-1907	297				1017	07
Marion County 1X1525(3)	4718	81513	00	72820	01	324-1941	297				8692	99
Marion County 1X1525(3)	4718	72820	01	62593	73	324-1079	297				10226	28
Marion County M-HES-1705(8)	4718	62226	82	50578	83	324-1080	297				11647	99
Marion County RS-A590(2)	4718	8223	46	5695	28	524-1068	297				2528	18
Marion County RS-A590(3)	4718	5695	28	5706	37	224-2526	297				<11	09>
Marion County 1X1525(2)	4718	2249	32	2193	73	324-2559	297				55	59
McMinville 26-8242	4059	60165	00	59759	21	26-8242	299				405	79
Multnomah County SOS-2600(1)	4640	13170	04	12556	27	226-1005	297				613	77
Multnomah County 1X9877(3)	4640	16949	37	-0	-	326-1041	297				16949	37
Multnomah County 1X9880(2)	4640	70718	74	32916	85	326-1050	297				37802	09
Multnomah County IX-000C(24)	4640	68265	00	68197	71	526-1055	297				67	29
Multnomah County 1X9891(3)	4640	17910	50	15186	64	326-2580	297				2723	86
Portland 1X9793(3)	4690	61803	53	47338	62	326-1032	295				14464	91
Portland 1X9926(7)	4690	138722	75	105107	58	326-1043	295				33615	17
Portland 1X-0000(40)	4690	30427	84	15023	25	326-1047	295				15404	59
Portland 1X9326(8)	4690	57669	09	41726	11	326-1048	295				12942	98

TOTAL TRANSFER TO [illegible] ACCOUNT 734-01000 $ 169146.83

REPARED BY : Rosalyn Wickham

APPROVED BY : H.E. [illegible]
DESIGNATED AUTHORITY

ORM 734-1808 (2-80)

REGON STATE HIGHWAY DIVISION

CONFIRMATION OF WITHDRAWAL OF FUNDS FROM LOCAL GOVERNMENT INVESTMENT POOL

ATE : 4-20-82

TRANSFER NO. 27

EPOSITOR (+ FAP NO.)	POOL ACCOUNT NO.	FOR HIGHWAY DIVISION USE ONLY ACCOUNT BALANCE PRIOR BAL.		NEW BAL.		REVENUE ACCOUNT OR CREDIT DISTRIBUTION PREFIX	FCT	SUB FCT	OBJ	P/R GRP	AMOUNT	
City of Albany M2940(1)	4418	30540	00	27486	00	322-1009	295				3054	00
City of McMinnville 36-8242	4059	66850	00	60165	00	36-8242	299				6685	00
City of Portland IX 9713(2)	4690	13635	00	12271	50	26-1020	295				1363	50
City of Portland IX9324(10)	4690	25800	00	23220	00	26-2582	295				2580	00
City of Portland IX 9699(5)	4690	145780	00	131202	00	326-1051	295				14578	00
Wallowa County BRS-B636(1)	4080	2970	00	2673	00	532-1933	297				297	00
Washington County BROS-SOS 340[illegible](2)	4685	35000	00	31500	00	334-1068	297				3500	00
Washington County IX 9043(3)	4685	84500	00	76050	00	334-1072	297				8450	00

TOTAL TRANSFER TO ~~[illegible]~~ ACCOUNT 734-01000 $ 40507.50

EPARED BY : Rosalyn [illegible]

APPROVED BY : W.E. [illegible]
DESIGNATED AUTHORITY

RM 734-1808 (2-80)

9450

b

January 11, 1983

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

CON 5
#9450

Gentlemen or Ladies:

On January 6, 1983, we wrote to you concerning release of final payment on Contract No. 9450 awarded to East County Electric Company for traffic signal installation on Pacific Highway West at 12th Street in McMinnville, Yamhill County.

Final payment on this contract is $1,000.50 and the total contract amount is $53,288.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: East County Electric Company
33440 Carpenter Lane
Gresham, OR 97030

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9450

FORM [illegible]-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC. HWY. W. @ 12th ST. (McMINNVILLE)	WEEK ENDING: 11/27/82	SECTION PREFIX: 36-8242
HIGHWAY: PACIFIC WEST (ADAMS ST. & BAKER ST.)	COUNTY: MARION	
NAME OF JOB: PAC. HWY. W. @ 12th ST.	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: EAST COUNTY ELECTRIC CO., INC.	CONTRACT NUMBER: 9450	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 4/12/82	DATE WORK STARTED: 7/2/82	ESTIMATED COMPLETION DATE: [illegible] 82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 170
PROJECT AUTHORIZATION: $ 67,406.15	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 85
EXCLUSIVE OF ENGINEERING: $ 61,519.15	ENGINEERING AUTHORIZATION: $ 5,887.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 58,870.00	ENGINEERING COST TO DATE: $ 5,887.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -4½ %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: 10/14/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----------	----------	----------	----------	----------	--------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	***********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				K RECEIVED
FRIDAY				DEC [illegible] 82
SATURDAY	***********			CO[illegible]ON SE[illegible]N

ORIGINAL

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETE 10/14/82

SEMI-FINAL SUBMITTED TO REGION 11/22/82

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

945D

CITY OF
McMinnville
CITY HALL • Telephone 472-9371
230 East Second Street
McMinnville, Oregon 97128

April 9, 1982

Mr. D. E. Swan, P.E.
Program Control Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: File ACC

Dear Mr. Swan:

This letter is in reply to your letter of March 26, 1982 regarding the traffic signal installation on Pacific Highway W. at Twelfth Street. The City Council took formal action at its meeting on April 6 and approved the project.

We are depositing our money under Option 3, Local Government Investment Pool. You stated in your letter that the amount should be $67,400. However, Mr. Blum informed me that this amount has been reduced to $66,850 after discussing this matter with you by telephone.

Mr. Blum is away attending a conference, and I wanted to get these papers to you as quickly as possible inasmuch as we are anxious that the project begin as soon as possible.

Very truly yours,

Joe W. Dancer

Joe W. Dancer
City Manager

JWD:JNF

contract awarded
4-12-82

Copy

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

4-6-82

The City of McMinnville (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of McMinnville (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 66,850.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Traffic Signal Installation (Project Name) Pacific Hwy at 12th Street (McMinnville) Sec. Pacific Hwy West (Adams & Baker Streets) Yamhill County.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by City of McMinnville (Local Government Unit) this 6 day of April, 1982 by a vote of the majority of a quorum of its governing body.

Donald D. Pate
Mayor

Marjorie E. Kerber
Recorder

Form No. 734-1812(2-80)

Date April 5-82 (8^45 am) PROJECT MANAGEMENT OFFICE MEMO

Subject Pac Hwy (1W) @ 12th @ Adams & Baker File No. ________

Received [✓ (call)] ~~(visit)~~ from Bill Blum (PWD - McMinnville)

Address City Hall - McMinnville

Made (call) (visit) to ____________________ Phone 472-9371

Reason for contact and general discussion: Concerned over extra high engineering costs (PE @ $6000) (CE @ $5887) or approx $12,000 ± total. Indicated project est. of $104,000 way to high so they went ahead on bids in anticipation of low-competitive bids. Boiler plate signals, minimum costs, City did most of PE - why does state charge so excessive? Hopefully we can modify/supplement advance deposit request - don't want the Newsmedia to get ahold of This. Cty Mngr. Joe Dancer also thinks costs are out-of-line - Blum has discussed w/Swan - Fredrickson / Stearns, last week.

Note Bids rec'd 3/25 (7 bids w $54 thousand/73.3 spread) Signature Donald N. Harwell

- Talked to Buss & Phil - Stearns will respond to Blum prior to 5pm (4/6/82)

File ( ) ( ) ( ) ( ) ( ) (DH) ( ) ( )

Circulate: _ PMF LGF OPF FAF CCF OM Other

945

2.

March 26, 1982

ACC

William H. Blum
Director of Public Works
City of McMinnville
230 E. 2nd Street
McMinnville, Oregon 97128

Dear Mr. Blum:

On March 25, 1982 we received a satisfactory bid from East County Electric Co., Route 2, Box 487, Gresham, Oregon 97030 for the traffic signal installation on the Pacific Highway W. at 12th Street in McMinnville.

As described in our Agreement No. 7596, the City of McMinnville will pay all costs of the project. We estimate the project construction cost will be:

Contractor's Bid		$54,020.00
Anticipated Additional Items:		
Signal Controller Testing & Turn-On	$3,300.00	
"OPTICOM" Testing	1,050.00	
City of McMinnville (Water&Light)	500.00	$ 4,850.00
		$58,870.00
4 1/2% Contingencies		2,649.15
10% Engineering		5,887.00
ESTIMATED CONSTRUCTION COST		$67,406.15

We will award the contract when we receive your advance deposit in the amount of ~~$67,400~~, which should arrive not later than April 16, 1982. $61,850 see City Letter of 4-9-82

On the attached sheet we have described three methods of advance deposit. Please use the option of your choice.

Very truly yours,

Per Jan Peterson
In LGIP
4-12-82

D. E. Swan, P.E.
Program Control Engineer

KEH:nf
Attachment

bcc w/AD # 82-16: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 82-16 when advance deposit is received.

```
                                                                         FEBRUARY 1982          PAGE 1509
TOTAL TO DATE JOB COST SUMMARY                                              FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX    FUNCTION  GR  CURRENT MONTH   YEAR TO DATE         TO DATE
                                                                                                              STATE
   NEWBERG-WATERLINE INSPECTION  CONT NO      * FA PROJ NOS .                                      173.40
                                     036   8233     199     00                                     173.40CR
                                     036   8233     594     00                                              **
                                             ** JOB TOTALS **                 **             **

                                                                                                              STATE
   MCMINNVILLE-TRAFFIC SIG CONTR CONT NO      * FA PROJ NOS                                         39.21
                                     036   8234     199     00                                      39.21CR
                                     036   8234     594     00                                              **
                                             ** JOB TOTALS **                 **             **

                                                                                                              STATE
   DON & LOTIS CONST-INSPECT SEW CONT NO      * FA PROJ NOS                                        110.78
                                     036   8235     199     00                                     110.78   **
                                             ** JOB TOTALS **                 **             **

                                                                                                              STATE
   ADAMS&BAKER STS @ 12TH ST     CONT NO        FA PROJ NOS       30.75          72.55              72.55
                                     036   8236     900     00                  600.54             600.54
                                     036   8236     901     00    30.69         314.45  361        314.45
                                     036   8236     905     00    46.00       2,967.82  3,000    2,967.82
                                     036   8236     911     00    21.60         1?6.55             1?6.55
                                     036   8236     914     00   772.33       1,070.33  1577     1,070.33
                                     036   8236     921     00    32.24          32.24              32.24
                                     036   8236     923     00   933.61  **   5,245.33  **       [illegible]
                                             ** JOB TOTALS **

                                                                                                              STATE
   MARTIN BERNARDS-ACCESS CHANGE CONT NO        FA PROJ NOS                     109.72             109.72
                                     036   8237     199     00                  109.72  **         109.72  **
                                             ** JOB TOTALS **                 **

                                                                                                              STATE
   YAMHILL COUNTY-STRIPING BIKEW CONT NO      * FA PROJ NOS                     286.45             286.45
                                     036   8238     199     00   286.45CR       286.45CR           286.45CR
                                     036   8238     296     00   286.45         286.45             286.45
                                     036   8238     299     00           **     286.45  **         286.45  **
                                             ** JOB TOTALS **
```

6-8-82

9450

L.

January 12, 1982

City of McMinnville
City Hall
McMinnville, OR 97128

AGR

Attention: Marjorie E. Kerber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7596

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Pacific Highway West (Adams and Baker Streets) at 12th Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9450

Section Pacific Hwy. W. at 12th St. (McMinnville) Programming Estimate $ 104,000

Highway Pacific Highway West (Adams St & Baker St.) Project Length —

County Yamhill Completion Time 200 CD

Kind of Work Traffic Signal Installation 1-11-82 Est. Comp. Date

Prefix 36-8236 Letting Date February 25, 1982 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 86,469.00

Anticipated Additional Items:

Royalty Payment.		$ 4350.00
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing and Turnon.	3300	
"OPTICOM" Testing	1050	
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
Adjust Utilities		
______		
______		
______		

Subtotal	$	90,819.00
Contingencies (4-1/2%)		4,086.86
Engineering (10%)		9,081.90
Subtotal	$	
Credit for ______		
Estimated Net Authorization, Construction	$	103,987.76

APPROVED

cc: Phil Stearns
1-11-82
100% City

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Pacific Hwy. W. at 12th St. (McMinnville)	County Yamhill		Sheet 1 of 1
Kind of Work Traffic Signal Installation	Length —	Date 1-11-82	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,606-
2	Temporary Signs		Sq. Ft.	233	6-	1,398-
3	Temporary Barricades		Each	8	125-	1,000-
4	Flagmen		Hour	40	23^{50}	940-
5	Sidewalk Ramps		Each	9	400-	3,600-
6	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	71,190-
7	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	6,735-
						86,469^{00}

734-1736 (8-81)

9450

L,

TO: Oregon Transportation Commission

12-24-81

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50865	Frank Fink Co.	$ 125,000.00
51396	Smith, Earlene L.	4,000.00
51509	Tedder, Ray	700.00
51588	Hockett, Julia A.	575.00
	4 Transactions	$ 130,275.00

(2) Grant of Access to Janet Greelman at Sta. 1687+50 on the Clatskanie Delena Section of the (Lower) Columbia River Hwy. in Columbia County for a consideration of $10,000. File 20265 (Right of Way).

(3) Agreement between State Parks, Yamhill County and Marion County for the State to contribute $10,000 toward operation of the Wheatland Ferry which adjoins Willamette Mission State Park. The agreement is for the 1981-83 biennial budget. (Parks Division)

(4) Negotiated agreement extension with the contractor, Paul DeShaw, and the Parks Division for management of the Silver Falls Conference Center. After open public bidding, a personal service agreement was executed with Mr. DeShaw on September 20, 1979, for the period through December 31, 1981. Mr. and Mrs. DeShaw have established residence at the Conference Center and have assembled the necessary staff to perform a high-quality service for conference groups. This will extend the agreement from January 1, 1982, through June 30, 1983. (Parks Division)

(5) Agreement with City of McMinnville for the installation of traffic signals on the Pacific Highway West (Adams and Baker Streets) at 12th Street. The State will design, install and maintain the traffic signals. The City will pay all costs of the project and accept responsibility for electrical energy consumed. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 day of December, 1981

Anthony Yturri
Anthony Yturri, Chairman, Transportation Commission

12/18/81

945D

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: C. O. Fredrickson
Region 2 Engineer

DATE: December 18, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Easement for Traffic Signal Installation
Pacific Highway West at 12th Street (McMinnville) Section
Pacific Highway West (Adams Street and Baker Street)
Yamhill County

The signal installation at the subject project will require an easement for installation and maintenance of one pedestrian pedestal and the electrical conduit feeding the pedestal.

Please have the City of McMinnville prepare the necessary easement.

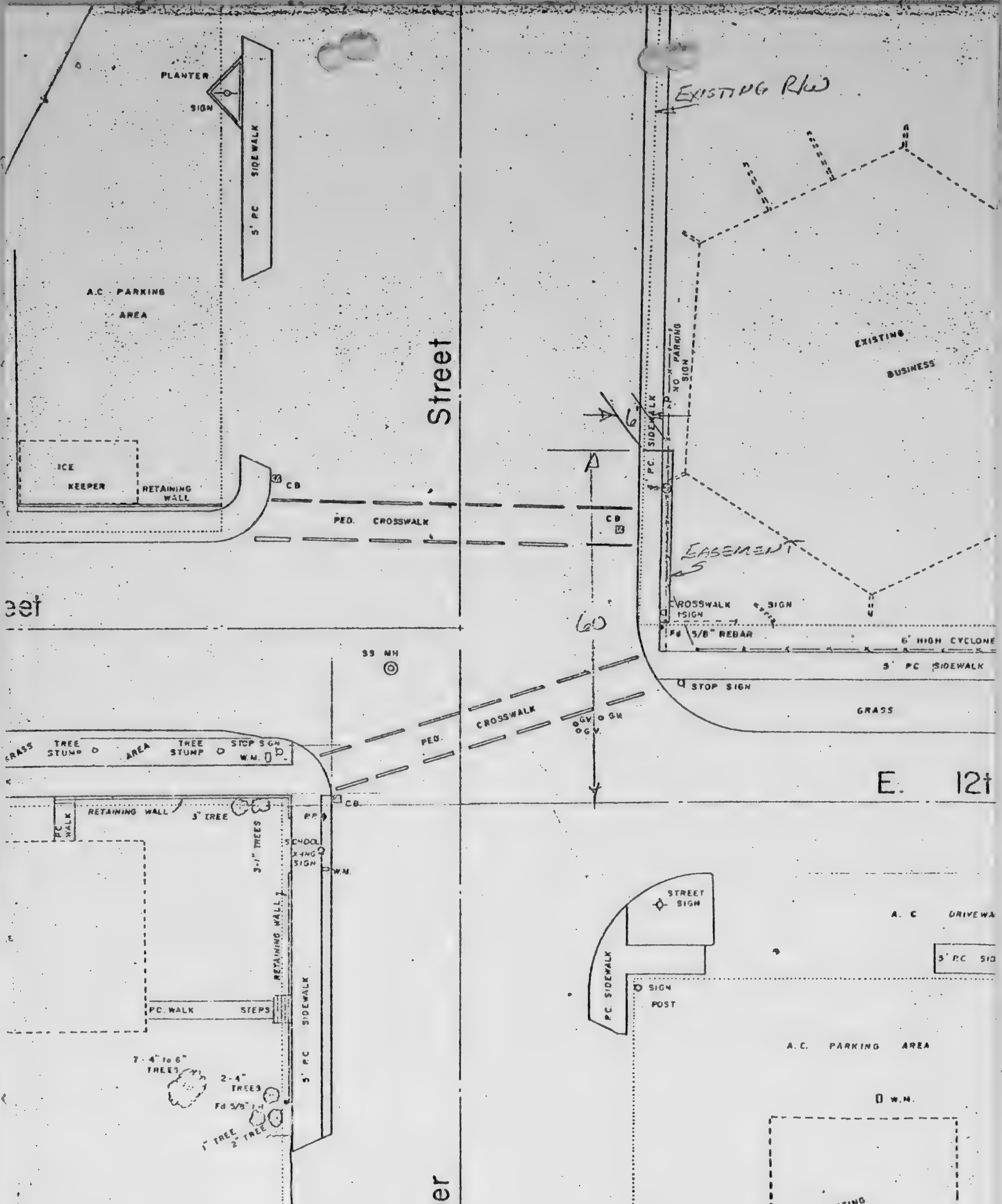
Attached is a drawing showing the necessary easement.

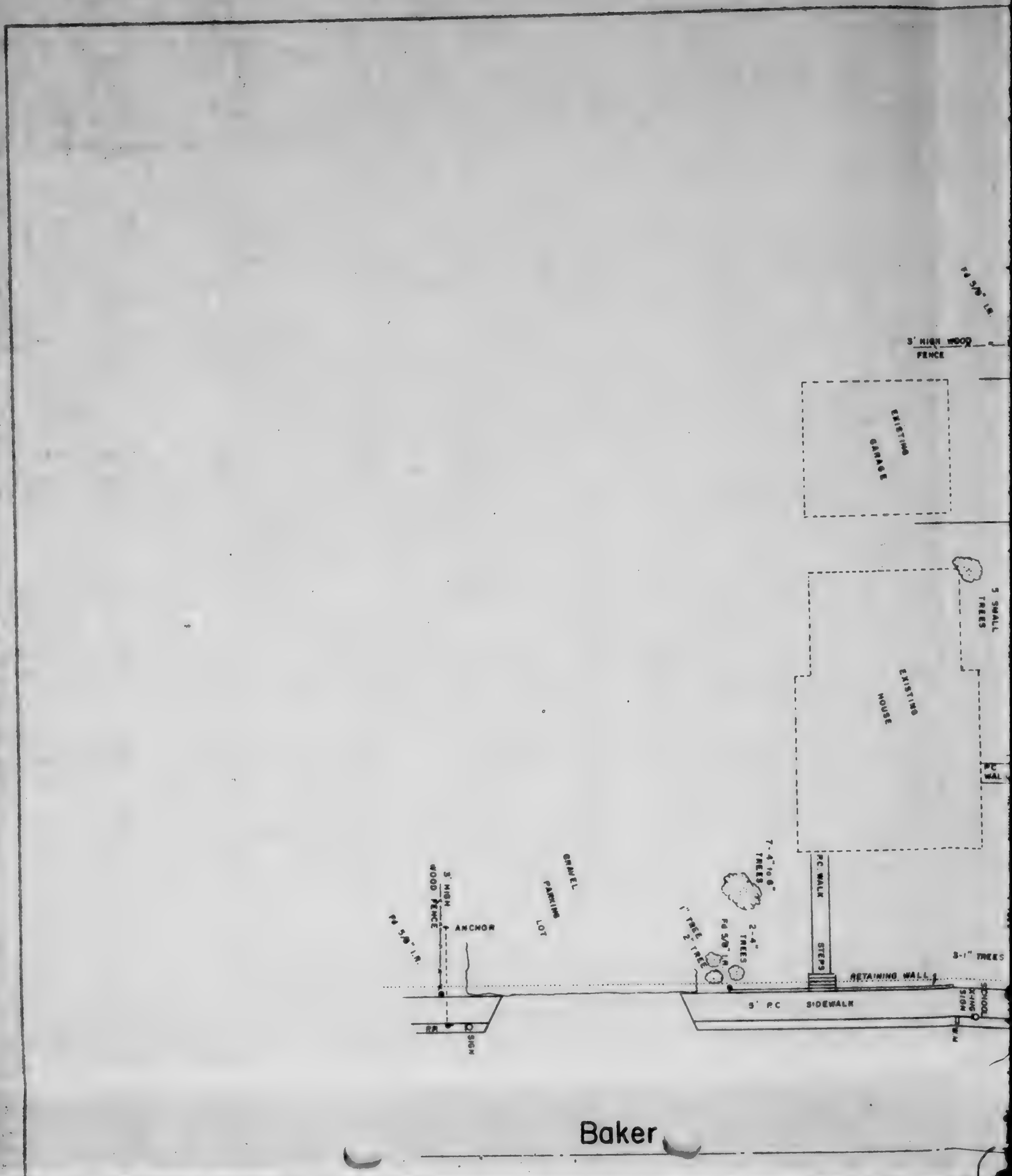
George

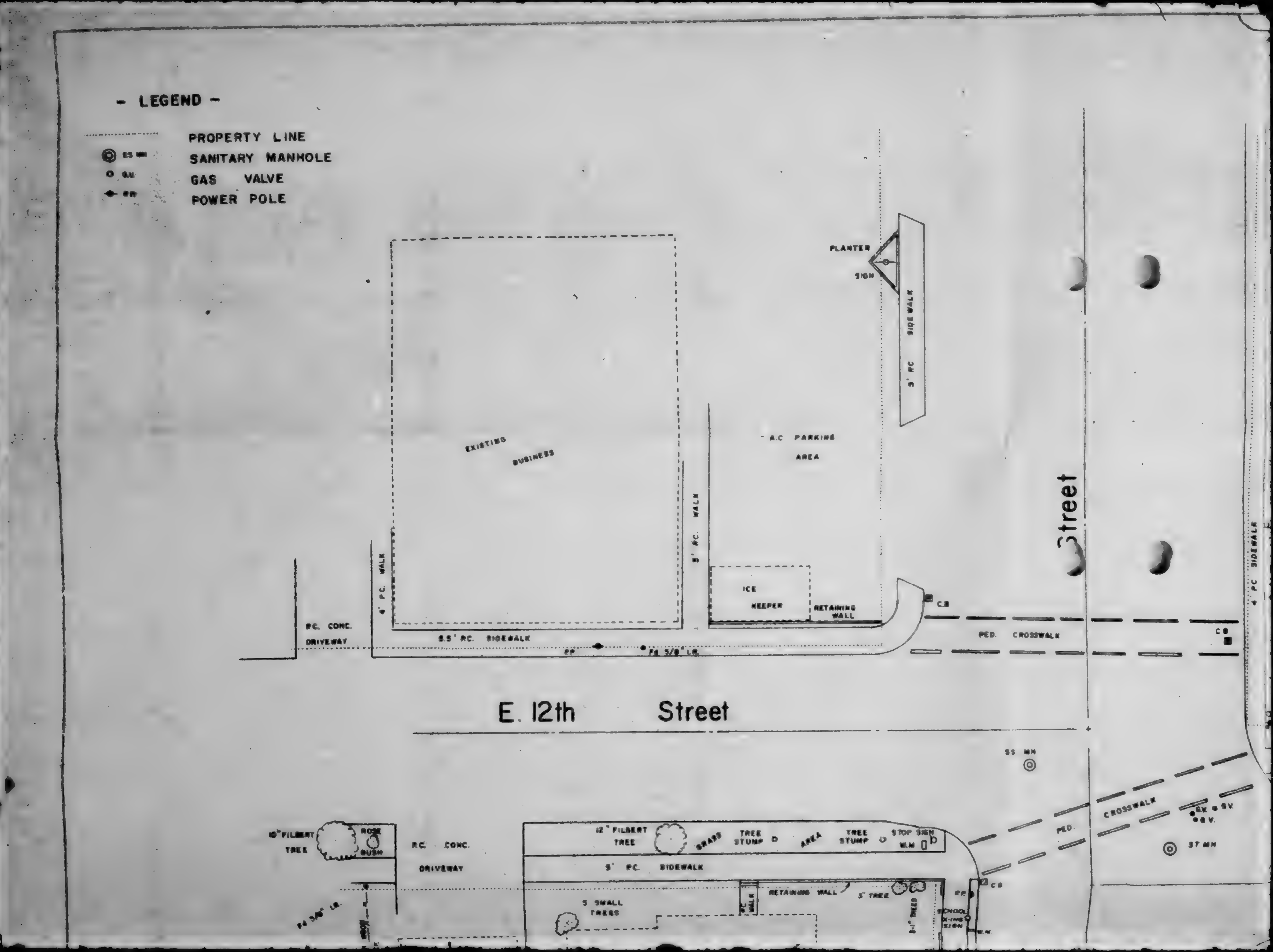
L. E. GEORGE, P.E. - TRAFFIC ENGINEER

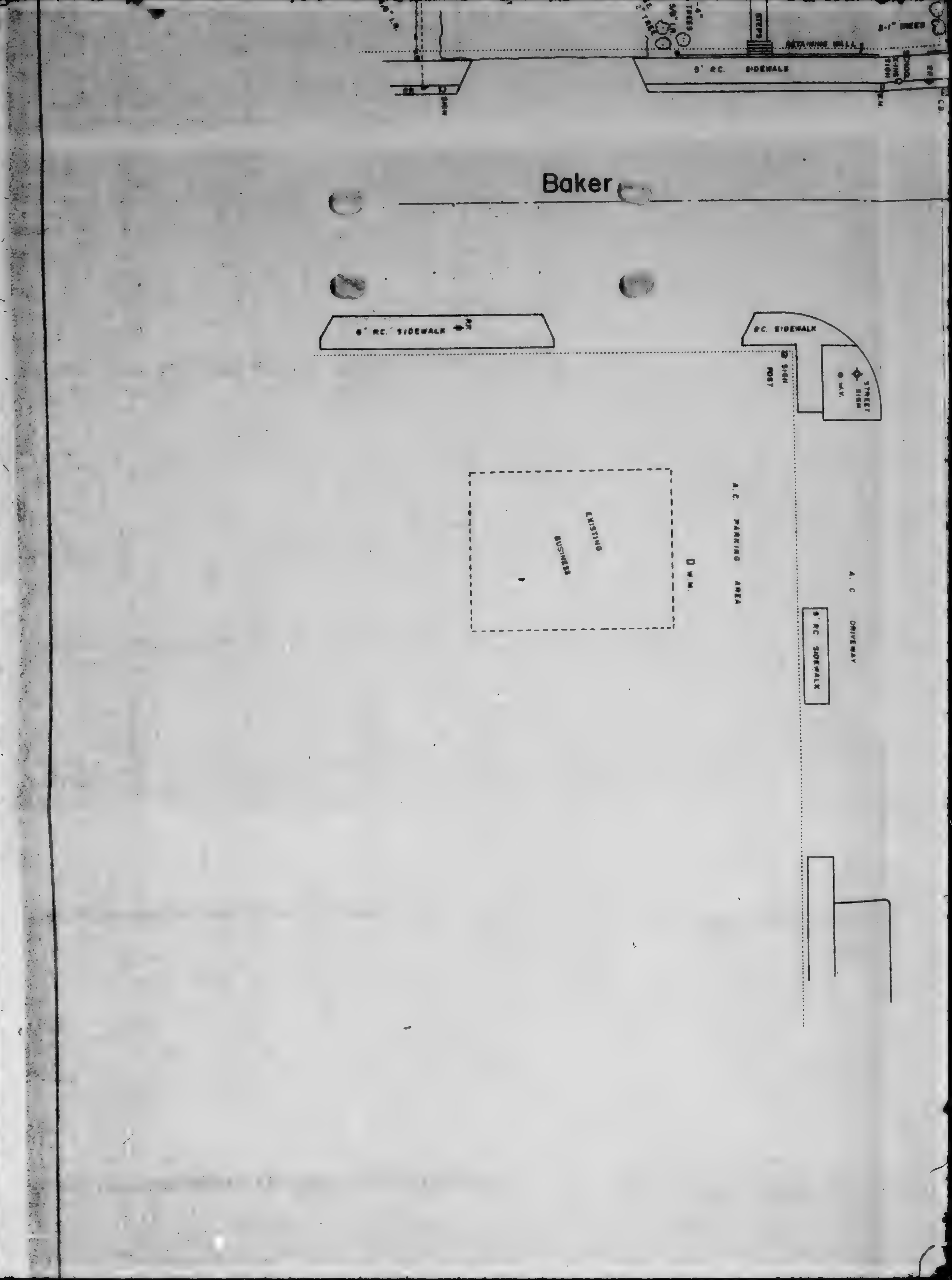
GPM:ds
Attachment

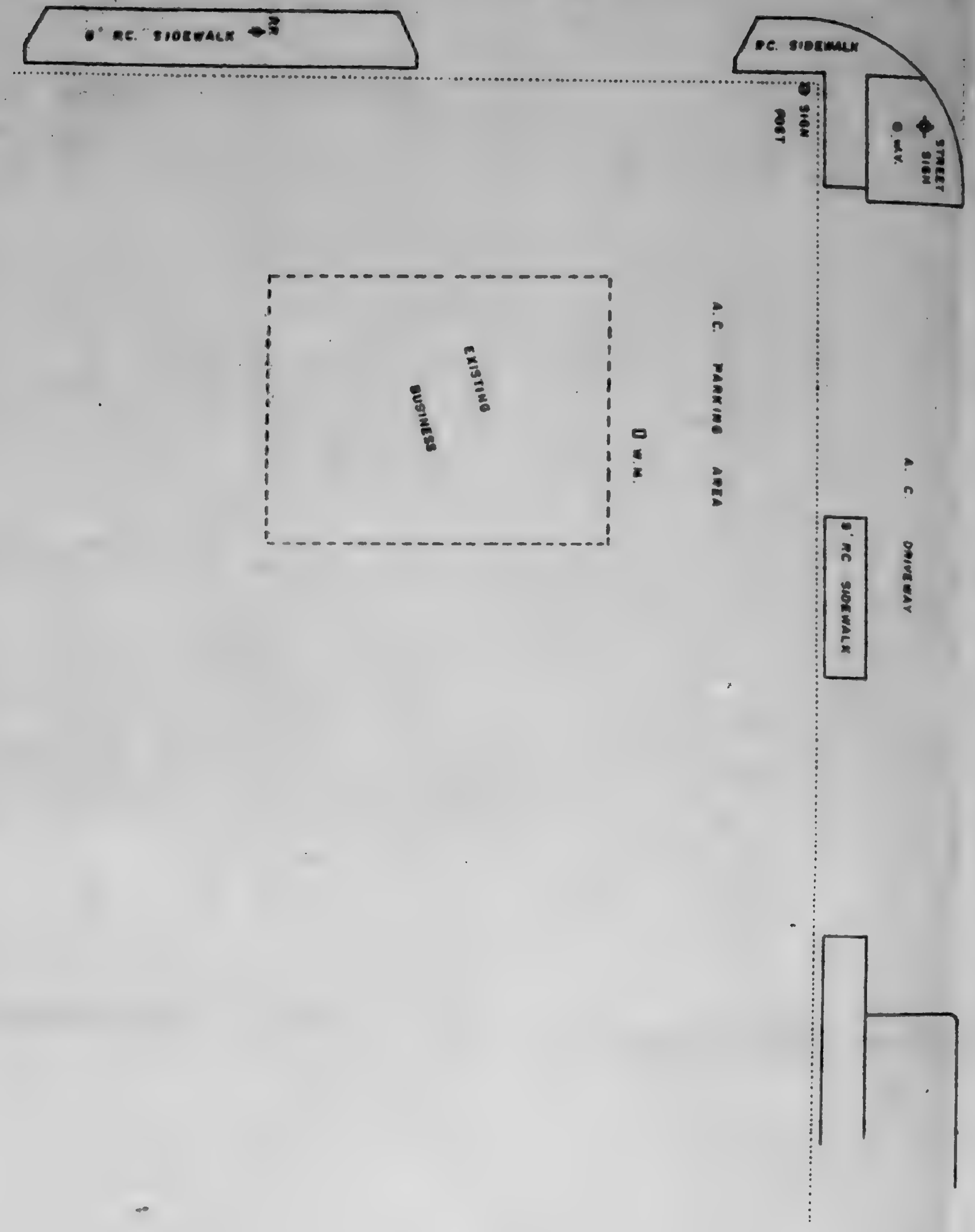
per Pat MacLoughlin
of Traffic
Easement not needed now.
KEH
2-2-82

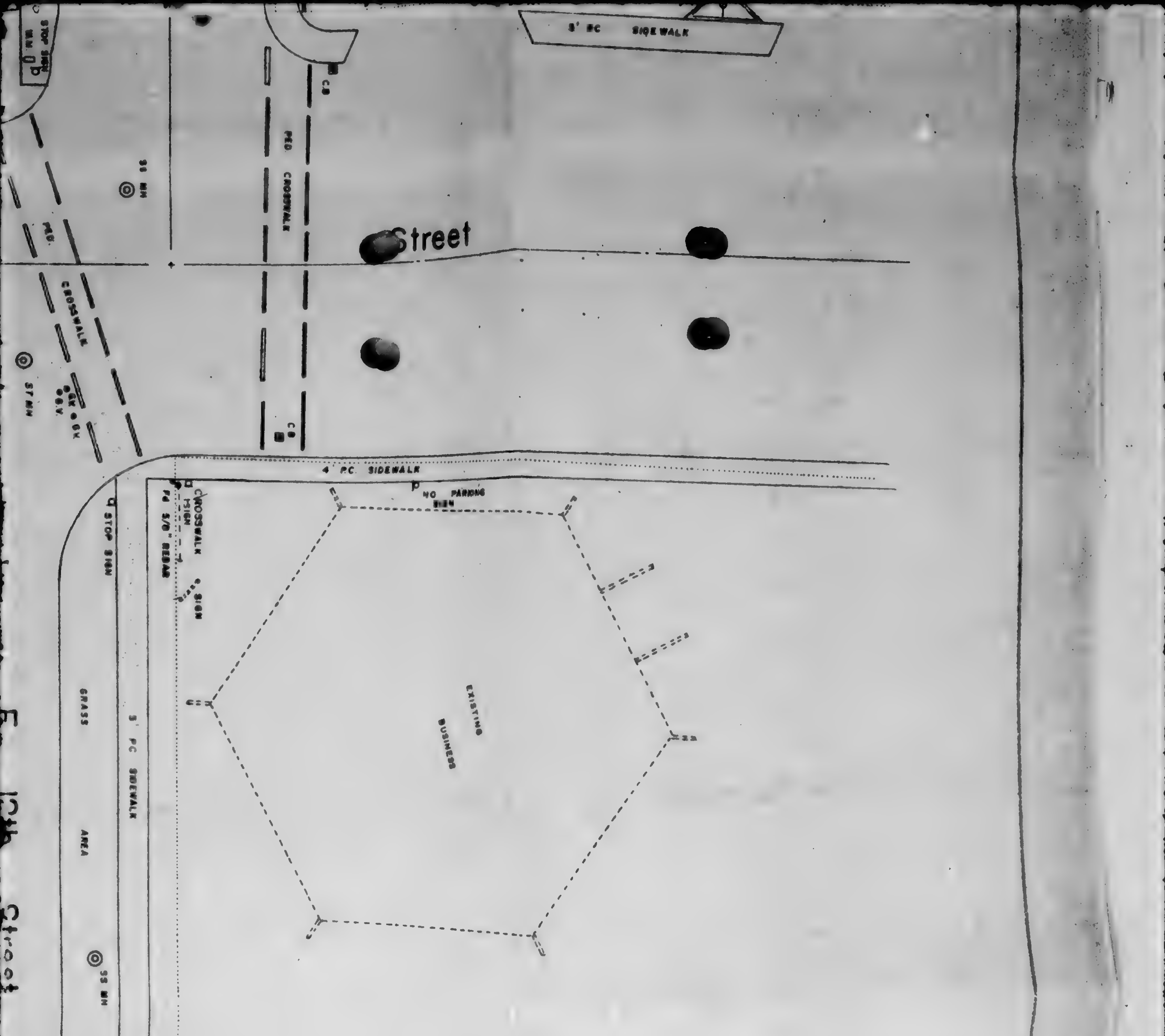

EXISTING R/W
PLANTER
SIGN
5' P.C. SIDEWALK
A.C. PARKING AREA
ICE KEEPER
RETAINING WALL
CB
PED. CROSSWALK
CB
Street
eet
6'
P.C. SIDEWALK
NO PARKING SIGN
EXISTING BUSINESS
EASEMENT
CROSSWALK SIGN
SIGN
60
Fd 5/8" REBAR
6' HIGH CYCLONE
5' PC SIDEWALK
STOP SIGN
GRASS
SS MH
PED. CROSSWALK
GV SGN
GV
GRASS
TREE STUMP
AREA
TREE STUMP
STOP SIGN
W.M.
E. 12t
CB
PC WALK
RETAINING WALL
3" TREE
3-1" TREES
P.P.
SCHOOL X-ING SIGN
W.M.
RETAINING WALL
PC. WALK
STEPS
5' P.C SIDEWALK
7-4" to 6" TREES
2-4" TREES
Fd 5/8"
1" TREE
2" TREE
STREET SIGN
A. C DRIVEWA
5' P.C SID
P.C. SIDEWALK
SIGN POST
A.C. PARKING AREA
W.M.
EXISTING BUSINESS
Baker
GRAVEL

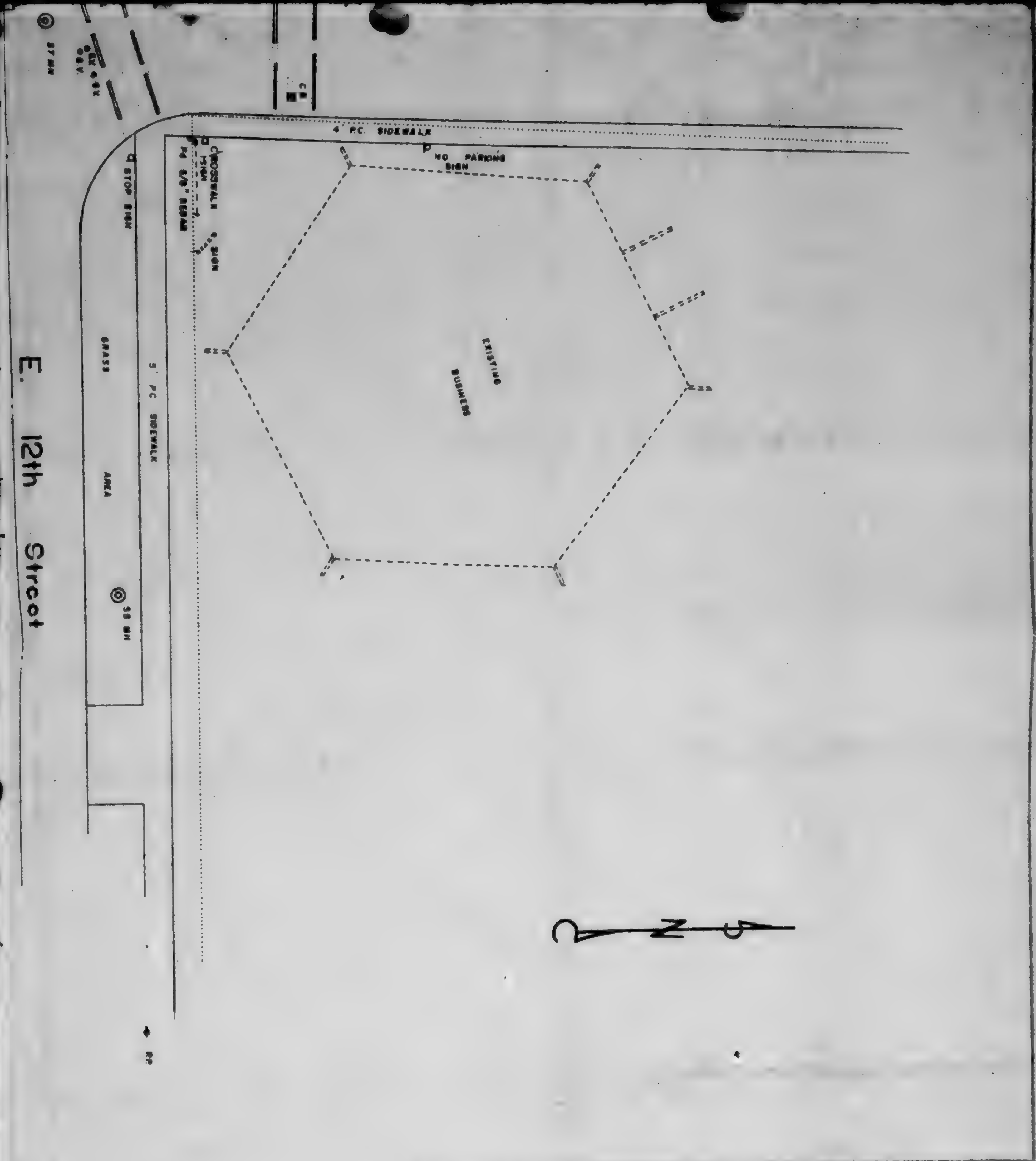

F4 5/8" I.R.
3' HIGH WOOD FENCE
EXISTING GARAGE
5 SMALL TREES
EXISTING HOUSE
P.C WAL
7-4" to 6" TREES
P.C. WALK
STEPS
GRAVEL PARKING LOT
3' HIGH WOOD FENCE
ANCHOR
F4 5/8" I.R.
1" TREE
2" TREE
F4 5/8" I.R.
2-4" TREES
3-1" TREES
RETAINING WALL
5' P.C SIDEWALK
SCHOOL X-ING SIGN
RR
SIGN
Baker

- LEGEND -
PROPERTY LINE
SS MH SANITARY MANHOLE
G.V. GAS VALVE
PP POWER POLE
EXISTING BUSINESS
4' P.C. WALK
8.5' P.C. SIDEWALK
5' P.C. WALK
P.C. CONC. DRIVEWAY
PP
F4 5/8" I.R.
ICE KEEPER
RETAINING WALL
A.C PARKING AREA
PLANTER
SIGN
5' RC SIDEWALK
C.B
PED. CROSSWALK
C.B
Street
4' PC SIDEWALK
E. 12th Street
SS MH
ST MH
PED. CROSSWALK
G.V. G.V.
G.V.
10" FILBERT TREE
ROSE BUSH
P.C. CONC. DRIVEWAY
12" FILBERT TREE
GRASS AREA
TREE STUMP
TREE STUMP
STOP SIGN
W.M.
9' P.C. SIDEWALK
5 SMALL TREES
P.C. WALK
RETAINING WALL
5" TREE
3-1" TREES
P.P.
C.B
SCHOOL X-ING SIGN
W.M.
F4 5/8" I.R.


Baker
TREES
2" TREE
STEPS
RETAINING WALL
3-1" TREES
5' RC. SIDEWALK
SCHOOL X-ING SIGN
SIGN
C.B.
6' RC. SIDEWALK
RC. SIDEWALK
SIGN POST
STREET SIGN
W.V.
EXISTING BUSINESS
W.M.
A.C. PARKING AREA
A. C DRIVEWAY
5' RC SIDEWALK

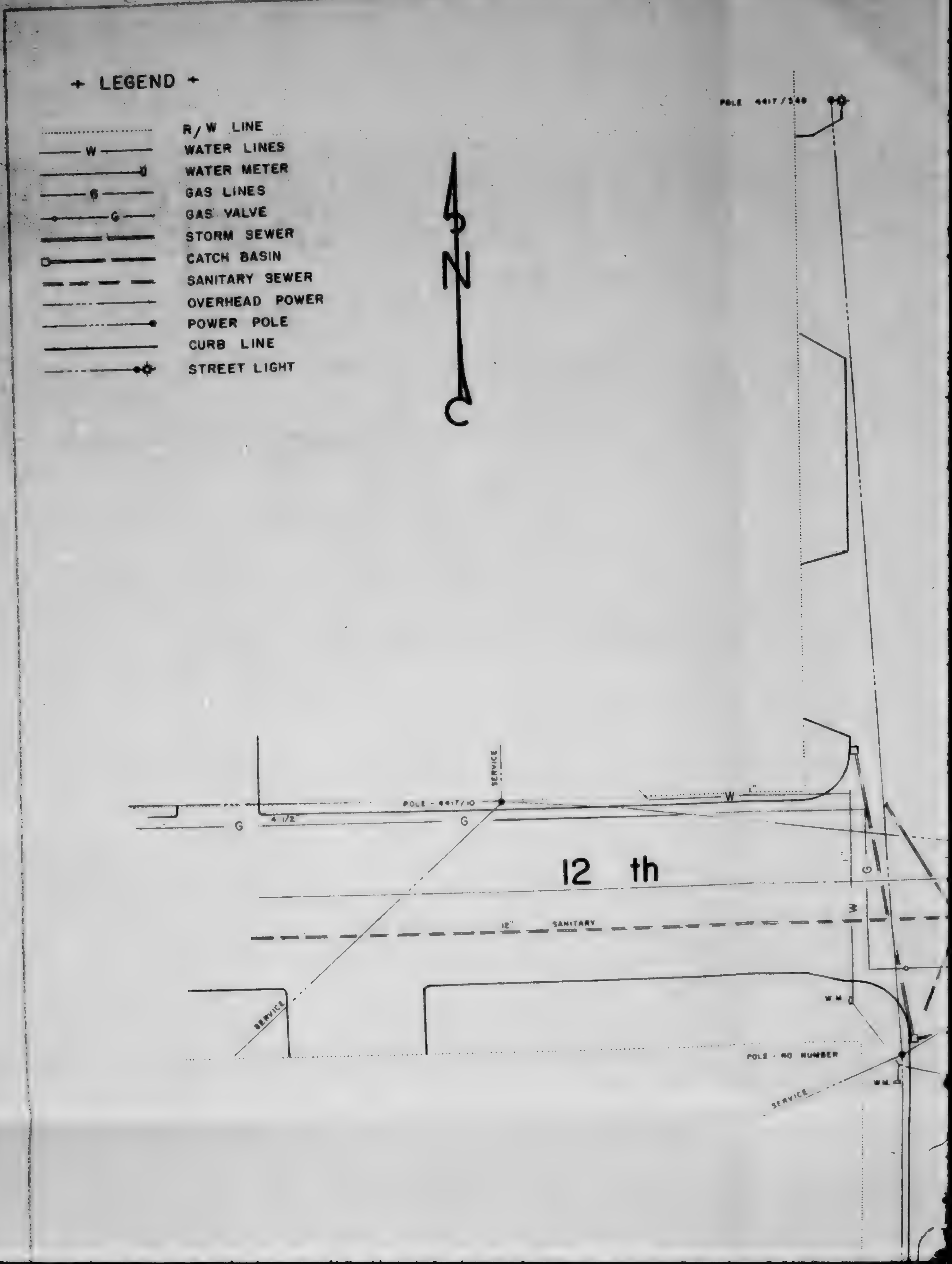

8' RC. SIDEWALK
RC. SIDEWALK
SIGN POST
STREET SIGN
W.V.
A.C. PARKING AREA
EXISTING BUSINESS
W.M.
A. C. DRIVEWAY
8' RC SIDEWALK

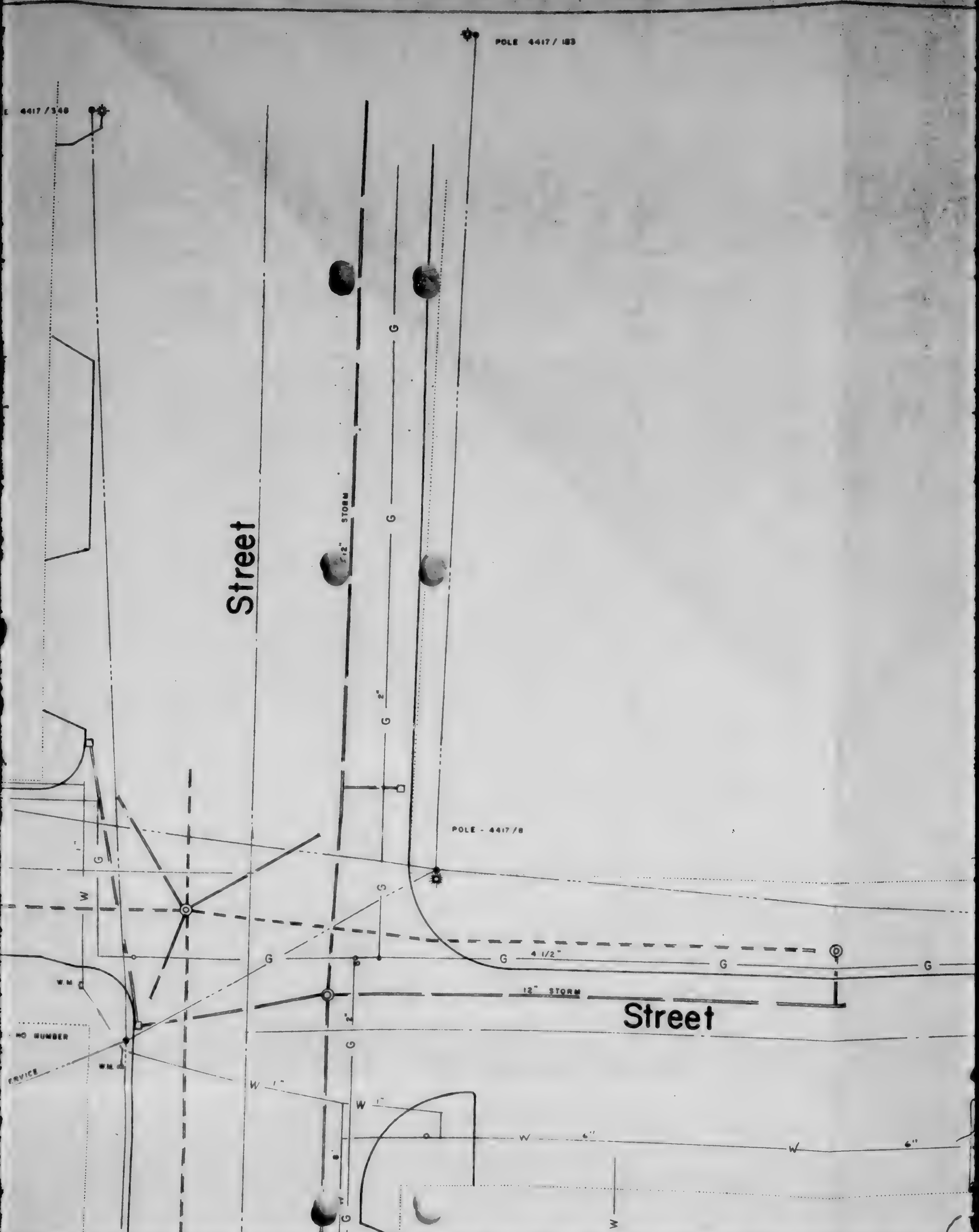

STOP SIGN
W.M.
3' PC SIDEWALK
CB
PED CROSSWALK
55 MH
PED. CROSSWALK
Street
6X6X6 G.V.
57 MH
CB
4' P.C. SIDEWALK
NO PARKING SIGN
CROSSWALK SIGN
FA 5/8" REBAR
STOP SIGN
SIGN
GRASS AREA
5' PC SIDEWALK
EXISTING BUSINESS
55 MH
E. 10th Street
N
RP



Scale: 1"=20.0'	CITY OF McMINNVILLE, OREGON ENGINEERING DEPARTMENT
Date: May 1981	
Drawn by:	
Checked by:	

Approved by: City Engineer	PROJECT NO	FILE NO	Revised 1-15-82 RK	DRAWING NO


+ LEGEND +
R/W LINE
WATER LINES
WATER METER
GAS LINES
GAS VALVE
STORM SEWER
CATCH BASIN
SANITARY SEWER
OVERHEAD POWER
POWER POLE
CURB LINE
STREET LIGHT
N
C
POLE 4417/348
SERVICE
POLE - 4417/10
W
G
4 1/2"
G
12 th
12" SANITARY
G
W
W.M.
SERVICE
POLE - NO NUMBER
W.M.
SERVICE


POLE 4417/183
E 4417/348
Street
12" STORM
G
G
2"
G
POLE - 4417/8
1"
G
W
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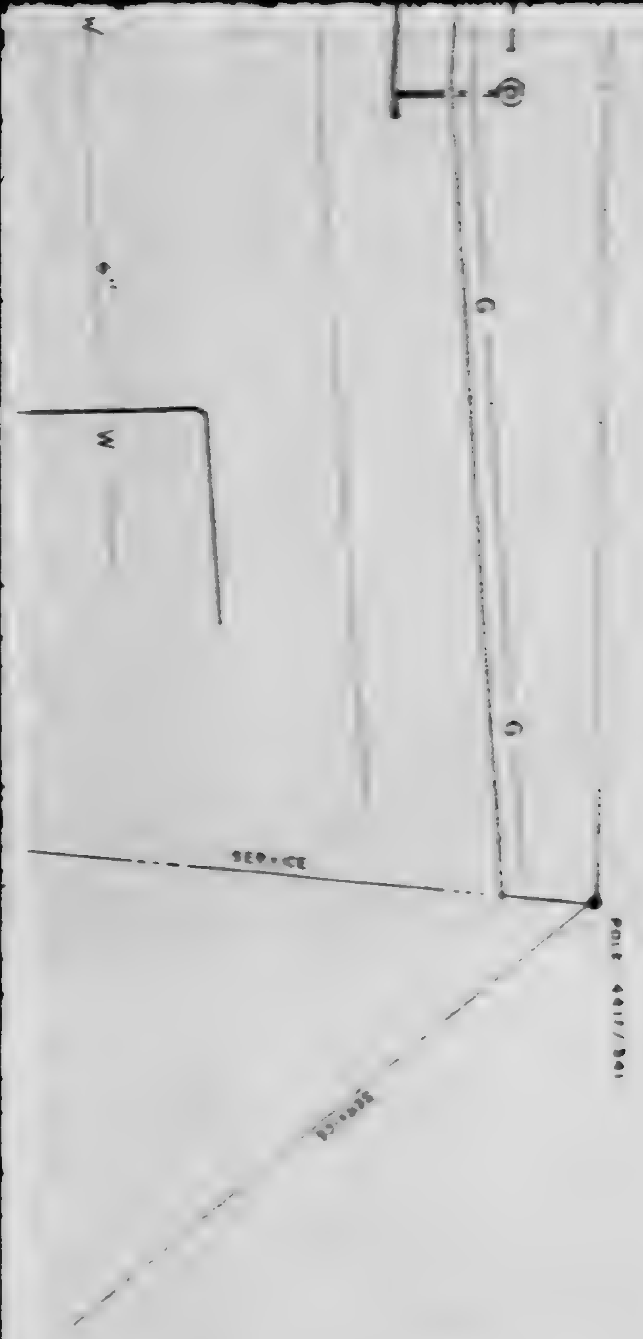
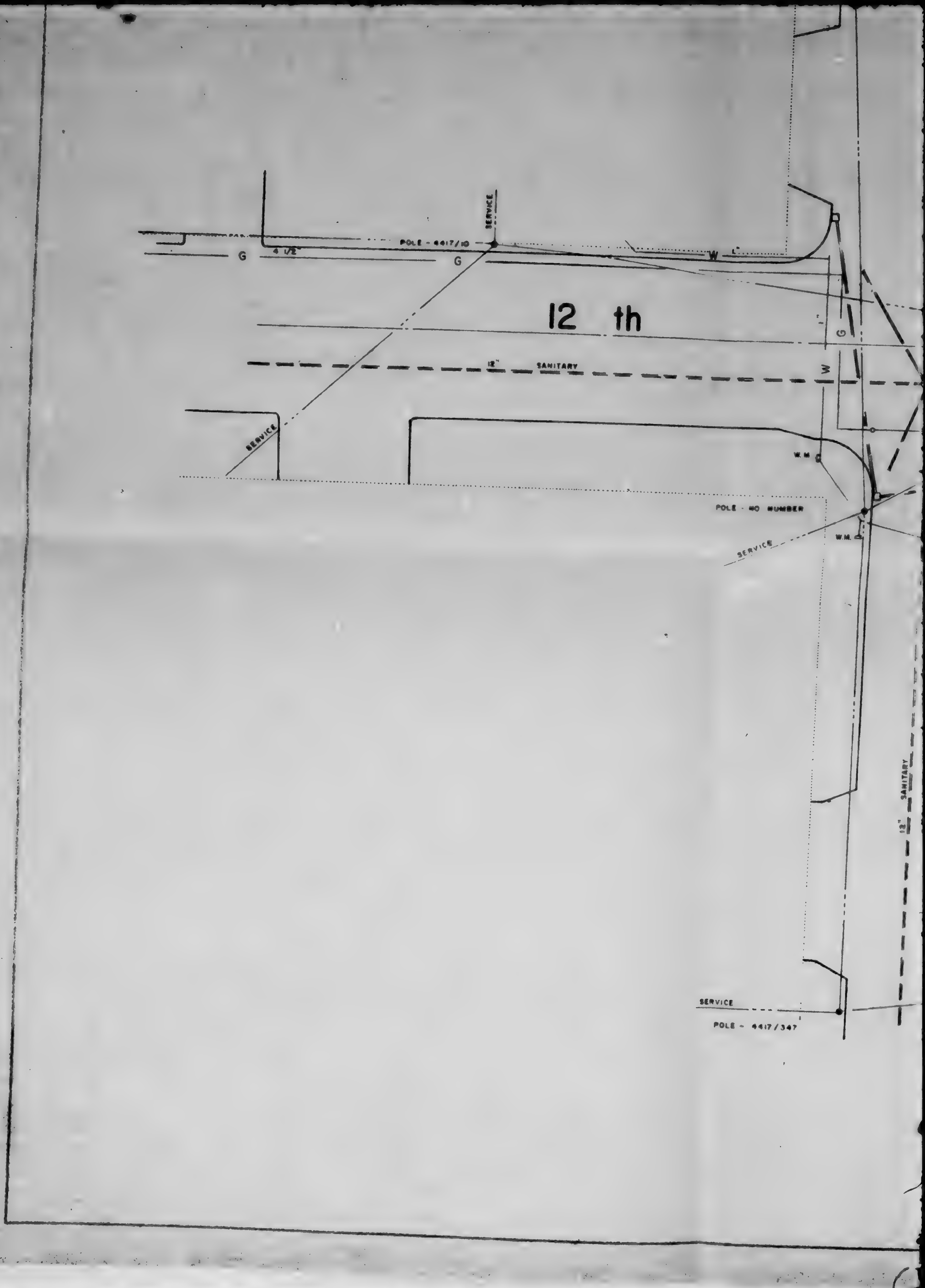
G
4 1/2"
G
G
W.M.
12" STORM
Street
NO NUMBER
ERVICE
W.M.
2"
G
W 1"
W 1"
W
6"
W
6"
W



Scale 1"=200'	CITY OF McMINNVILLE, OREGON ENGINEERING DEPARTMENT
Date May 1981	
Drawn by	
Traced by	
Approved	Project No. / File No. / Revised 1-6-80 R.L. / Drawing No.


SERVICE
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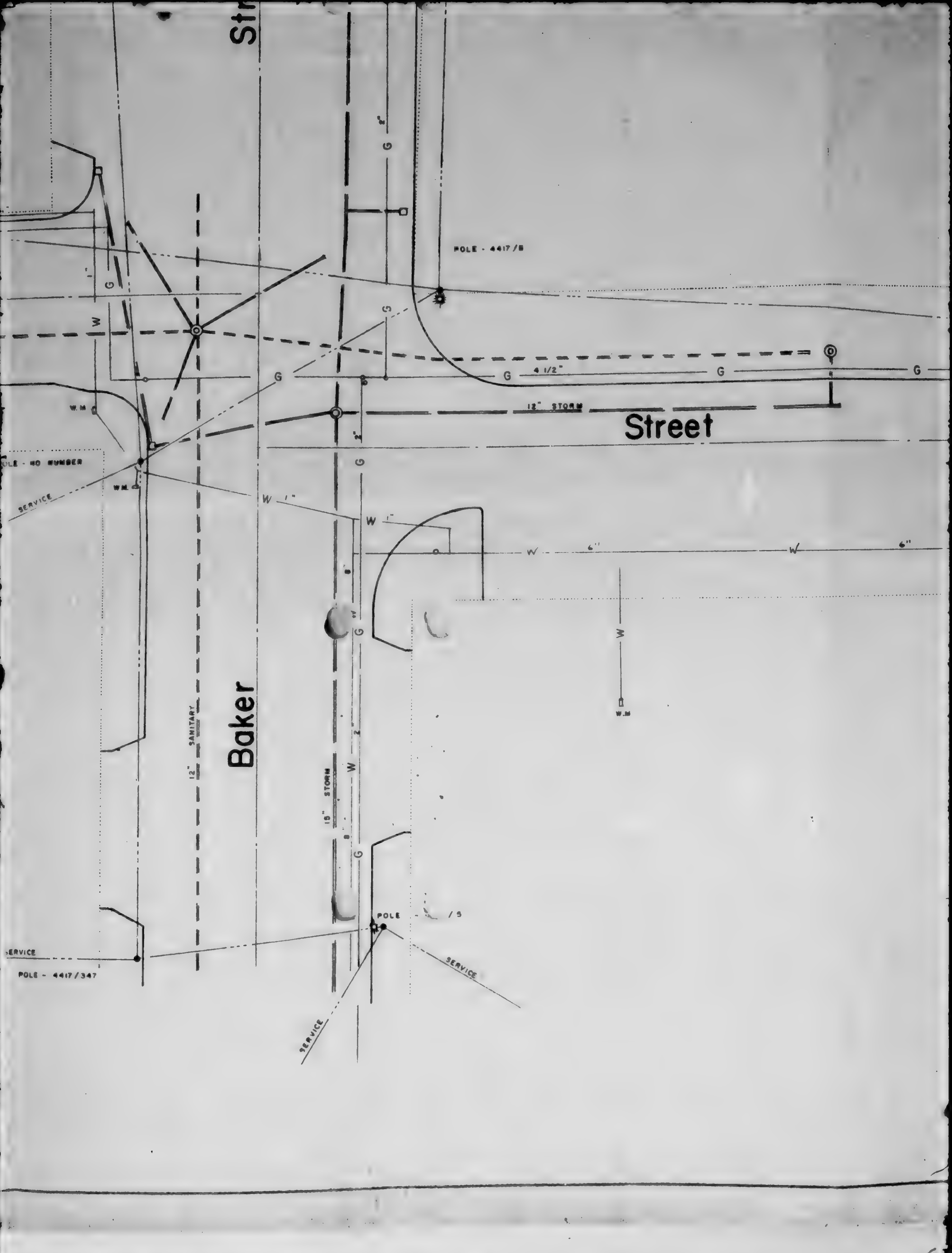
12" SANITARY
SERVICE
W.M.
POLE - NO NUMBER
SERVICE
W.M.
12" SANITARY
SERVICE
POLE - 4417/347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POLE - 4417/8
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1"
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12" STORM
Street
W.M.
OLE - NO NUMBER
W.M.
SERVICE
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6"
8"
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W.M.
12" SANITARY
Baker
15" STORM
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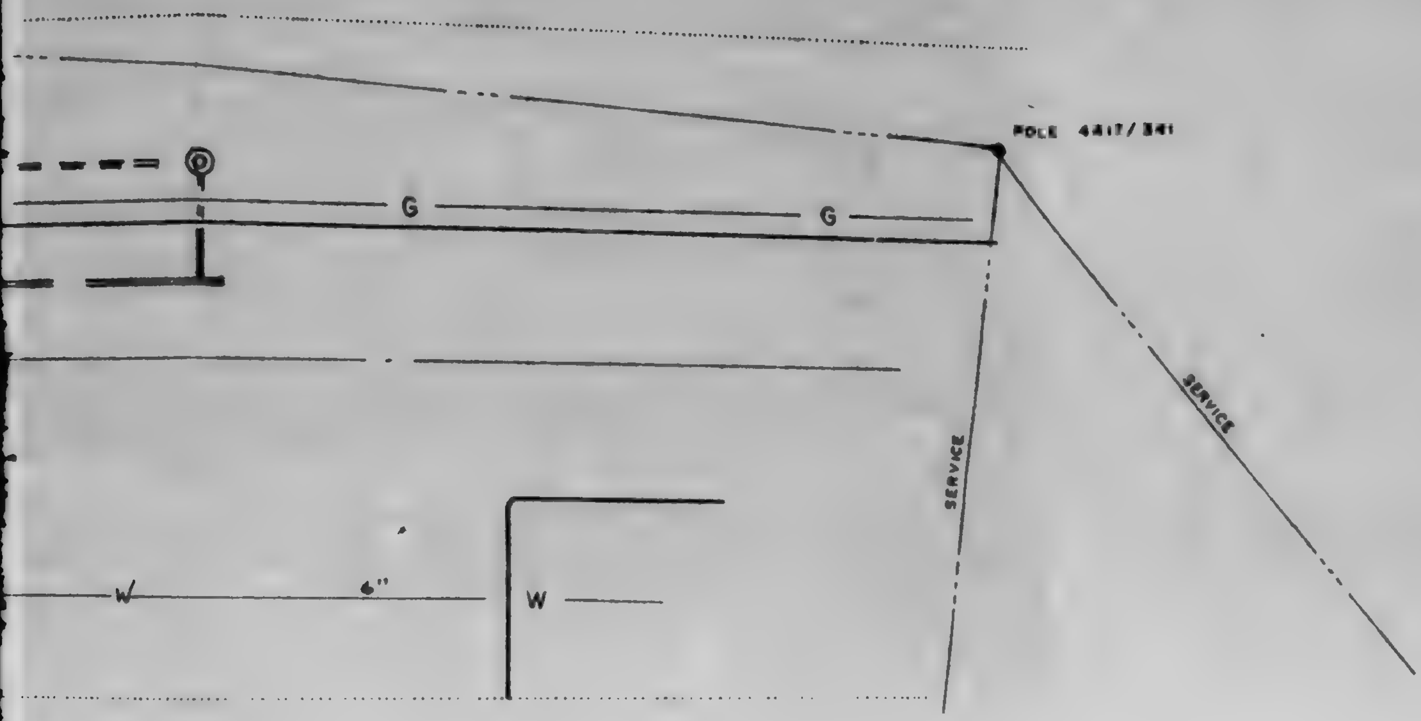
POLE - /5
SERVICE
POLE - 4417/347
SERVICE
SERVICE


POLE 4417/341
G
G
SERVICE
SERVICE
W
6"
W

2.

CITY OF
McMinnville
CITY HALL • Telephone 472-9371

230 East Second Street
McMinnville, Oregon 97128

December 2, 1981

REGION 2 ENGINEER
RECEIVED
[illegible] 1981
☐ PLE ☐ RBE
☑ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ PSO ☐ ENV ☐ PPE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed are three copies of the construction-finance agreement for traffic signal installation on Pacific Highway West (Adams and Baker Streets) at 12th Street. These copies have been signed by our mayor and recorder. Also enclosed is our check in the amount of $6,000.

Please expedite the signatures and action on this agreement and return our fully executed copy to this office.

Very truly yours,

William M. Blum
William M. Blum
Director of Public Works

WMB:llp
Enclosures

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
DEC 7 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

94

STATE OF OREGON
Highway Division 78-2626

INTEROFFICE MEMO Husby L.

TO: Project Management

DATE: June 18, 1981

FROM: David R. Weaver David R Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: Traffic Signal Installation
Intersection of Adams St. (99W)
& Baker St.(99W) @ 12th St.
City of McMinnville

Attached is an Order to Render Service and an Authority for Survey. Please expedite through channels as the developer wishes to open his facilities this fall.

DB/bah
W/Attch.

cc: L. E. George
Bob Doran

Est. Constr. Cost $110,000.
Requested Contract Date Oct. 1981

6/23/81
To Tupin

Contains
Recycled
Materials
81-125-1387

12th @ Adams & Baker 60
McMinnville

:R

Form 81-734-50[illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	Pacific Hwy. W. (Adams & Baker) @ 12th Sts.	Date	6-15, 1981
Highway	Pacific Hwy. West	Authorization No.	1
County	Yamhill	Survey Prefix	36-8236 (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Adams St. (99W) & Baker St. (99W) @ 12th St.

Purpose of survey:

Prepare plans, specifications, & cost estimate to install a traffic signal system at these two intersections. Preliminary Engineering & Construction to be funded by others.

Estimate of Costs:

Resident Engineer	(901)	$ 500
Final Design	(905)	2,500
Traffic	(911)	5,500
R/W Liaison	(913)	200
Utility Liaison	(914)	500
Project Management	(920)	100
Specifications	(921)	1,800
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 21 1981
LOCATION SECTION

Total estimated cost of survey	$ 11,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: David
Field Engineer

Recommended for Approval: Frank E.
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

MH/P

Order to Render Service
(Or to Furnish Materials)

OREGON STATE HIGHWAY DIVISION

Party Requesting Service:

City of McMinnville

Order No. 1

Date 6-4-81

By: William M. Blum

Director of Public Works (Official Capacity)

Prefix and account number to which work is to be charged 36-8236

Description and Location of Work To Be Performed, Materials To Be Furnished; Location Survey or Contracting Service:

Preliminary engineering, contract award & administration to install traffic signals @ two intersections.

Estimate of Quantities and Cost, PE Estimate, Construction Estimate, Recommended Letting Date:

1. Preliminary Engineering
2. Construction Cost (Contractor)
3. Controller Testing & Shipping
4. Construction Engineering & Contg.

TOTAL

Basis of Payment:

☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows:

Advance Deposits on Request

Amount of advance deposit (if any) $ 6,000

Deposit received by Secretary on not received

Authority from Requisitionist:

☐ Agreement dated
☐ Letter to ______, date ______
☒ Oral request to Weaver, date ______

Department Authority:

☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by City of McMinnville in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region II Department

Signed David R Weaver

Instructions: Department head or staff engineer approving order will send original copy to Project Management for Prefix.

Project Management will send copies to interested region, resident and district engineers.

Form 734-3189 (Rev. 5-79)

SP*86131-734

1982 Beede Reservoir-Drinkwater 9451
Pass Sec. on Central Oregon Hwy.
(Grading and Paving)

ROAD DESIGN SECTION 378-6558

Barry Hatcher
Project Manager

April 18, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

Beede Reservoir-Drinkwater Pass
Right of Way Monumentation
Central Oregon Highway
Harney County

Submitted for your use in removing Right-of-Way monuments set between May 1982 and August 1982 for the subject project -

Copies of Pages 1 - 27 Transit Notes (Book No. 2699)

Upon review of the work completed to momument Right-of-Way on this project, we have found that four of the rods were set off of the Right-of-Way. These rods will need to be removed before a map can be prepared for filing with Harney County.

By:

Vince Carrow
Sr. Design Draftsman

VC:rlr
Inclosures

RECEIVED
APR 20 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
✓ Wakerlig

rll

/5/ cc: OSHD (ulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FE L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Harney	DIVISION Oregon
DATE OF REPORT 2/24/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. FLH-F-4(10)
COMPLETION DATE 4/18/83	ACCEPTANCE DATE BY CONTRACT AGENCY 9/28/83	TIME ELAPSED 49 %	CONTRACT TIME 500 CD
APPROVED EXTENSIONS NONE	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEEDE RESERVOIR - DRINKWATER PASS SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

This project provided for the widening and reconstruction of this 12 mile section of Central Oregon Highway. Also, included was the addition of a truck climbing lane on the Drinkwater Pass grade.

The final cost of the original contract items was $3,800,600 or a 9.15 percent overrun of the contract amount of $3,481,800. The final cost of the project including engineering, change orders, force accounts and reimbursement of State forces was $4,235,700.

A final inspection of the completed project was made on July 28, 1983.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO Fredrickson
FOR
Info | R/D | Sign

Cey
4/24

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/23/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

January 19, 1984

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9451

Gentlemen or Ladies:

A post-final payment for $17,510.40 will be made to R. L. Coats on Contract No. 9451 for work on the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,882,237.31 including the post-final payment. Of the total, $38,137.33 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Robert Hector

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-21-4(5)
Beede Reservoir-Malheur County Line
Federal Land Transfer - File Nos. R/W 1698 & 41722

Date: November 17, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

[illegible]

Attached is an executed highway easement deed completing the transfer of public land required for right-of-way on the subject project.

Please provide the Bureau of Land Management, Burns District Office with a conformed copy of the deed after recording.

John R Wickman
for Dale E. Wilken

Attachment
Hwy Easement Deed

cc:
OSHD (Adele Egan, R/W)

Orig w/att.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Highway Division
Files RW1698 and 41722

HIGHWAY EASEMENT DEED

THIS DEED, made this 14th day of November, 1983, by and between the UNITED STATES OF AMERICA, acting by and through the Department of Transportation, Federal Highway Administration, hereinafter referred to as the Department, and the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as the Grantee:

WITNESSETH:

WHEREAS, the Grantee has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C. Section 317) and Section 107 (d), for the right-of-way of a highway over certain Federal land under the jurisdiction of the Department of the Interior - Bureau of Land Management in the State of Oregon, which land has been appropriated by the Department, and

WHEREAS, the Federal Highway Administrator, pursuant to delegation of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for a right-of-way for the Central Oregon Highway; and

WHEREAS, the Department of the Interior, acting by and through the Bureau of Land Management, in its consent to the appropriation of the Federal land, has agreed to the transfer by the Department of an easement over the land to the Grantee.

NOW THEREFORE, the Department, as authorized by law, and in compliance with all requirements imposed by or pursuant to Title 49 CFR, Department of Transportation, Subtitle A, Office of Secretary, Part 21, nondiscrimination in federally-assisted programs of the Department of Transportation (49 CFR 21.2 - 21.23) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby grant to the Grantee an easement for a right-of-way for the construction, operation, and maintenance of a highway and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in, and upon the following described Federal land within the County of Harney, State of Oregon:

Township 20 South, Range 36 East, Willamette Meridian

SECTION	SUBDIVISION
32	NE¼NE¼
33	NW¼NW¼, SW¼NW¼

Township 21 South, Range 34 East, Willamette Meridian

SECTION	SUBDIVISION
13	N½NW¼, NW¼NE¼

10-21-83

Township 21 South, Range 35 East, Willamette Meridian

SECTION	SUBDIVISION
1	Lots 1, 2, 3, NW¼SW¼
2	SE¼SW¼, NE¼SE¼
8	SW¼SW¼, SE¼SW¼, SW¼SE¼
10	SE¼SW¼, NE¼SW¼, SW¼SE¼, NW¼SE¼, SE¼NE¼
11	NW¼NW¼
15	NW¼NW¼, NE¼NW¼
16	NW¼NE¼, NE¼NE¼, NW¼NW¼, NE¼NW¼
17	NW¼NE¼, NE¼NE¼, NW¼NW¼, NE¼NW¼
18	Lot 1

as shown colored in red on the following map:

Drawing No. 10C-46-10, Dated June, 1967, and revised January, 1981, and February, 1981, and Drawing No. 10C-51-13, Dated February, 1981, strip maps, Marked Exhibit "A" attached hereto and made a part hereof, subject, however, to the following terms and conditions:

(1) Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

(2) Construction of the highway facility is to be undertaken by the Grantee in compliance with the Act entitled "An Act for the preservation of American antiquities" approved June 8, 1960 (34 Stat. 225, 26 U.S.C. 432-433), and State laws where applicable.

(3) The easement herein granted shall terminate ten years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such period.

(4) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following condition numbered (5) and does not include the grant of any rights for non-highway purposes or facilities; and Provided, that the right of the Bureau of Land Management to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Federal Highway Administration and the State agency shall be consulted prior to the exercise of such rights; and Provided, further that nothing herein shall prelude the Bureau of Land Management from locating Department of the Interior information signs on the portions of the right-of-way outside of construction clearing limits.

(5) The design and construction of highway projects situated on this right-of-way will be in accord with the provisions of Title 23, U.S.C. Code-Highways, and amendments; the provisions of the Federal-Aid Highway Program Manual issued by the Federal Highway Administration and the construction specifications of the State Highway Department as approved by the Federal Highway Administration for use on Federal-aid projects; and the following terms and conditions specified by the Bureau of Land Management:

(a) All fences to be constructed, reconstructed, and/or relocated shall be built in compliance with the Bureau of Land Management specifications.

(b) Comply with all previous terms, conditions, and stipulations previously cited in Highway grants OR 1900 and TD 028551.

(6) Consistent with highway safety standards, the Grantee shall:

(a) Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

(b) Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species, all earth cut or fill slopes feasible for vegetation or other areas on which ground cover is destroyed. The Grantee shall maintain all terracing, waterbars, lead-off ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

(7) The Grantee shall establish no borrow, sand, or gravel pits, stone quarry, or permanent storage areas, sites for highway operation and maintenance facilities, camps, supply depot or disposal areas within the right-of-way unless shown on approved construction plan without first obtaining approval.

(8) The Grantee shall maintain the right-of-way and highway facilities to acceptable standards of repair, orderliness, neatness, sanitation, and safety.

(9) The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Department after consultation with the Bureau of Land Management. Application for such approval must be in writing and specify the time, methods, chemicals, and the exact portion of the right-of-way to be chemically treated.

(10) When need for the easement herein granted shall no longer exist and the area has been reasonably rehabilitated to protect the public and environment, the Grantee shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall immediately revert to the full control of the Secretary of the Department of the Interior or its assigns.

The Grantee, in consideration of the conveyance of said land, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns that (a) no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such land hereby conveyed, (b) that the Grantee shall use said land so conveyed in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally-assisted programs of the Department of Transportation, in effectuation of Title VI of the Civil Right Act of 1964, and as said Regulations may be amended.

In the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have the right to re-enter said land and facilities on said land, and the above-described land and facilities shall thereupon revert to and vest in and become the absolute property of the Department and its assigns, as such interest existed prior to this instrument.

IN WITNESS WHEREAS, I, Robert B. Rutledge, Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and the Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert B. Rutledge
Robert B. Rutledge,
Regional Counsel

In Presence of:

____

____

STATE OF OREGON)

COUNTY OF MULTNOMAH)

I, Donna Z Juhnke, a Notary Public in and for the State of Oregon, do herey certify that on this the 14th day of November, 1983, before me personally appeared Robert B. Rutledge, Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of November 14, 1983, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Administration.

Witness my hand and seal this 14th day of November 1983.

Donna Z Juhnke
Notary Public for Oregon

My Commission expires 10/14/86

Donna Z Juhnke
DONNA Z. JUHNKE
NOTARY PUBLIC-OREGON
My Commission Expires 10/14/86

In compliance with the conditions set forth in the foregoing deed, the State of Oregon certifies, and by the acceptance of this deed, accepts the right-of-way over certain land herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

APPROVED AS TO
LEGAL SUFFICIENCY
Asst. Attorney General
Date 10-27-83

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division
By J B Boyd
J. B. Boyd, Right of Way Manager
OCT 27 1983

STATE OF OREGON, County of Marion

October 27, 1983. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Manager for the State of Oregon, Department of Transportation, Highway Division, and that this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

Adele L. Egan
Notary Public for Oregon
My Commission expires Oct. 30 1984

9451

5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10-119		County HARNEY
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number FLH-F-4(10)
MODIFICATION NUMBER 6	[illegible]	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
	2,885,731 (153)	2,885,731 (153)
Estimated total cost of project	$ 1,334,122 (010)	$ 1,371,775 (010)
	2,885,731 (073)	2,885,731 (153)
Federal funds	$ 1,176,428 (010)	$ 1,209,631 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 13, 1983

FEDERAL AID PROJECT NO. FLH-F-4(10)

BEEDE RESERVOIR-DRINKWATER PASS SECTION
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6104
ROADWAY (FEDERAL LANDS HIGHWAY)

Total the same as previous estimte of November 23, 1982	$2,861,050.00

TYPE CODE 6104
ROADWAY (PRIMARY FUNDING)

Subtotal of previous estimate of September 20, 1983	$1,161,467.00

ADDITIONAL ITEMS

Excavate Soft Spots in Subgrade	All Required	$ 37,653.66
	Increase	$ 37,653.66
	SUBTOTAL	1,199,120.66
	Engineering	172,654.34
	TOTAL	$1,371,775.00

Length of Federal Lanes Highway ----------- 8.124 mi.
Length of Primary Highway ----------------- 3.889 mi.
12.013 mi.

Cost of FLH Highway Per Mile ------------- $352,172.57
Cost of Primary Highway Per Mile --------- $352,732.06

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
FLH Hwy.	153	$2,861,050	$2,861,050	$ ---
Prim. Hwy.	010	1,371,775	1,209,631	162,144
TOTAL		$4,232,825	$4,070,681	$162,144
Reserve FLH Funds		24,681	24,681	---
		$4,257,507	$4,095,362	$162,144

Group 1: 71%; Group 2: 29%
Contract No. 9451
Prefix: 13-1066

RHZ:pf

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-174
PROJECT REPORT NUMBER
MODIFICATION NUMBER 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-[illegible]

State Oregon
County HARNEY
Project Number FLH-F-4(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	2,885,731 (~~073~~) 153 $ 1,323,692 (010)	2,885,731 (~~073~~) 153 $ 1,324,122 (010)
Federal funds	2,885,731 (~~073~~) 153 $ 1,167,231 (010)	2,885,731 (~~073~~) 153 $ 1,176,428 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. FLH-F-4(10)

Beede Reservoir - Drinkwater Pass Section
Central Oregon Highway
Harney County

Revised Project Agreement Estimate

Type Code 6104
Roadway (Federal Lands Highways)

Total the same as previous estimate of November 23, 1982	$2,861,050.00

Type Code 6104
Roadway (Primary Funding)

Subtotal of previous estimate of April 12, 1983	$1,151,037.00

Previous Estimate

Guard Rail, Type 2A	800 Lin.Ft.	7.45	$ 5,960.00

Revised Estimate

Guard Rail, Type 2A	2,200 Lin.Ft.	7.45	$ 16,390.00

Increase	$ 10,430.00
Subtotal	1,161,467.00
Engineering	172,655.00
Total	$1,334,122.00

Length of Federal Lands Highway ---- 8.124 mi.
Length of Primary Highway ------ 3.889 mi.

Total 12.013 mi.

Cost of FLH Highway Per Mile ----- $352,172.57
Cost of Primary Highway Per Mile --- $343,050.14

Summary of Funds

Description	Appn. Code	Total Cost	Federal Funds	State Funds
FLH Hwy.	153	$2,861,050	$2,861,050	$ - - -
Prim. Hwy.	010	1,334,122	1,176,428	157,694
Total		$4,195,172	$4,037,478	$157,694
Reserve FLH Funds		24,681	24,681	
		$4,219,853	$4,062,159	

Group 1 - 71% Group 2 - 29%
Contract No. 9451
Prefix 13-1066

STATE COPY B

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 4-72	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 4	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-18-83

State: Oregon
County: Harney
Project Number: FLH-F-4(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	2,885,731 FLH $~~1,2483120 Prim~~	2,885,731 FLH $ ~~1,323,692 Prim~~
Federal funds	2,885,731 FLH $~~1,096,183 Prim~~	2,885,731 FLH $ ~~1,167,231 Prim~~
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of April, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Program Section Manager
(Title)

By XX H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 12, 1983

Federal-Aid Project
No. FLH-F-4(10)

Beede Reservior - Drinkwater Pass Section
Central Oregon Highway
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Total the same as previous estimate of November 23, 1982	$ 2,861,050.00

Type Code 6104
Roadway (Federal Lands Highway)

Subtotal of previous estimate of November 23, 1982	$ 1,119,227.00

Previous Estimate

General Excavation	58,500 Cy.	2.00	$ 117,000.00
Type 1 Fence	6,060 Lin.Ft.	1.00	6,060.00

Revised Estimate

General Excavation	65,090 Cy.	2.00	$ 130,180.00
Type 1 Fence	15,576 Lin.Ft.	1.00	15,576.00
Price Adj. Type 2A Fence (P.A. #5)	1,340 Lin.Ft.	2.10	2,814.00
14' Cattle Guard (P.A #4)		All Required	$ 6,300.00
			$ 154,870.00
		Increase	$ 31,810.00
		Subtotal	1,151,037.00
		Engineering	172,655.00
		Total	1,323,692.00

Length of Federal Lands Highway ----------	8.124 mi.
Length of Primary Highways ---------------	3.889 mi.
Total ------------------------------------	12.013 mi.

Cost of FLH Per Mile ---------------------	$ 352,172.57
Cost of Primary Per Mile -----------------	340,368.21

SUMMARY OF FUNDS

Description	Appn. Code	Total Cost	Federal Funds	State Funds
FLH Hwy.	153	$ 2,861,050.00	$ 2,861,050.00	- -
Primary Hwy.	010	1,323,692.00	1,167,231.00	$ 156,461.00
Total		$ 4,184,742.00	$ 4,028,281.00	$ 156,461.00
Reserve FLH Funds		24,681.00	24,681.00	
		$ 4,209,423.00	$ 4,052,962.00	

Group 1: 71% Group 2: 29%
Contract No.: 9451
Prefix: 13-1066

9451

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TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
11-148

PROJECT REPORT NUMBER

MODIFICATION NUMBER
4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-29-82

State
Oregon

County
Harney

Project Number
FLH-F-4(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	2,885,731 FLH $ ~~1,224,350 Prim.~~	$ 2,885,731 FLH ~~1,243,120 Prim.~~
Federal funds	2,885,731 FLH $ ~~1,079,630 Prim.~~	$ 2,885,731 FLH ~~1,096,183 Prim.~~
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon November 23, 1982

Federal-Aid Project
No. FLH-F-4(10)

Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Total the same as previous estimate of October 20, 1982	$2,861,050.00

Type Code 6104
Roadway (Primary Section)

Subtotal of previous estimate of October 20, 1982	$1,100,457.00

Previous Estimate

Watering	728 M-Gal.	10.00	$ 7,280.00
MC-250 Asphalt in Prime Coat	45 Ton	250.00	11,250.00
			$ 18,530.00

Revised Estimate

Watering	2,080 M-Gal.	10.00	$ 20,800.00
MC-250 Asphalt in Prime Coat	66 Ton	250.00	16,500.00
			$ 37,300.00

Increase	$ 18,770.00
Subtotal	$1,119,227.00
Engineering	123,893.00
Total	$1,243,120.00

Length of Federal Lands Highway ----------	8.124 mi.
Length of Primary Highway-----------------	3.889 mi.
Total	12.013 mi.

B

Cost of FLH Per Mile ----------------- $352,172.58
Cost of Primary Per Mile ------------- $319,650.30

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
FLH Hwy.	153	$2,861,050.00	$2,861,050.00	$ ---
Primary Hwy.	010	1,243,120.00	1,096,183.00	146,937.00
TOTAL		$4,104,170.00	$3,957,233.00	$146,937.00
Reserve				
FLH Funds		24,681.00	$ 24,681.00	
		$4,128,851.00	$3,981,914.00	

Group 1 71%; Group 2 29%
Contract No. 9451
Prefix: 13-1066

9451

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TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10 - 196	10-25-82	County Harney
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number FLH-F-4(10)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000,777	$ 2,885,730 FLH 983,248 Prim
Federal funds	$ 4,110,081	$ 2,885,730 FLH 1,079,630 Prim
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.
By

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 20, 1982

Federal-Aid Project
No. FLH-F-4(10)

Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Subtotal of previous estimate of April 6, 1982 — $2,476,205.50

Previous Estimate

Watering	2,072 M-Gal.	10.00	$ 20,720.00
Guardrail, Type 2A	11,405 Lin. Ft.	7.45	84,967.25
			$ 105,687.25

Revised Estimate

Watering	5,920 M-Gal.	10.00	$ 59,200.00
Guardrail, Type 2A	16,350 Lin. Ft.	7.45	121,807.50
			$ 181,007.50
		Increase	$ 75,320.25
		SUBTOTAL	$2,551,525.75
		Engineering	309,524.25
		TOTAL	$2,861,050.00

Type Code 6104
Roadway (Primary Highway)

Subtotal of previous estimate of April 6, 1982 — $ 991,152.00

Previous Estimate

Flagmen	845 Hrs.	10.00	$ 8,450.00
General Excavation	36,000 C.Y.	2.00	72,000.00
1"-0 Aggregate Base	78,000 Ton	4.50	351,000.00
Asphalt Cement in Mixture	1,130 Ton	185.00	209,050.00
			$ 640,500.00

Revised Estimate

Flagmen	1,183	Hrs.	10.00	$ 11,830.00
General Excavation	58,500	C.Y.	2.00	117,000.00
1"-0 Aggregate Base	86,400	Ton	4.50	388,800.00
Asphalt Cement in Mixture	1,255	Ton	185.00	232,175.00
				$ 749,805.00
			Increase	$ 109,305.00
			SUBTOTAL	$1,100,457.00
			Engineering	123,893.00
			TOTAL	$1,224,350.00

Length of Federal Lands Highway ----------- 8.124 mi.
Length of Primary Highway ----------------- 3,889 mi.
TOTAL 12,013 mi.

Cost of FLH Per Mile -----------------------$352,172.58
Cost of Primary Per Mile ------------------ 314,823.86

SUMMARY OF FUNDS

Description	Pro-rata	Total Cost	Federal Funds	State Funds
FLH Hwy.	100%	$2,861,050.00	$2,861,050.00	$ ---
Primary Hwy.	88.18%	1,224,350.00	1,079,630.00	144,720.00
SUBTOTAL		$4,085,400.00	$3,940,680.00	$ 144,720.00
Reserve FLH Funds		24,681.00	24,681.00	
		$4,110,081.00	$3,965,361.00	

Group 1 71%; Group 2 29%
Contract No. 9451
Prefix: 13-1066

2.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-169	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Harney
MODIFICATION NUMBER 2	August 3, 1982	Project Number FLH-F-4(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,515,046	$ 4,000,777
Federal funds	3,400,000 153 $ 983,248 010	2,885,731 153 $ 983,248 010
Other revisions		

This modification is made for the following reasons: to reduce Appn Code 153 funds by $514,269.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 3, 1982

Federal-Aid Project
No. FLH-F-4(10)

Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Total same as previous estimate of April 6, 1982	$2,785,731.00

Type Code 6104
Roadway (Primary Highway)

Total same as previous estimate of April 6, 1982	$1,115,046.00

Length of Federal Lands Highway	8.124 mi.
Length of Primary Highway	3.889 mi.
TOTAL	12,013 mi.

Cost of FLH Per Mile	$342,901.40
Cost of Primary Highway	$286,717.92

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Federal Funds	State Funds
FLH Hwy. Funds	100%	$2,785,731.00	$2,785,731.00	$ ---
Primary Funds	88.18%	1,115,046.00	983,248.00	131,798.00
SUBTOTAL		$3,900,777.00	$3,768,979.00	$131,798.00
Reserve				
FLH	100%	100,000.00	100,000.00	---
Total		$4,000,777.00	$3,868,979.00	$131,798.00

Group 1 71%; Group 2 29%
Contract No. 9451
Prefix: 13-1066

94:1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-124 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** July 30, 1982	State Oregon County Harney Project Number FLH-F-4(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,900,777	$ 4,515,046
Federal funds	$ 2,785,731 153 983,248 010	$ 3,400,000 153 983,248 010
Other revisions		

This modification is made for the following reasons: to utilize Appn 153 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

XXX For: H.S. Coulter, PE

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 30, 1982

Federal-Aid Project
No. FLH-F-4(10)

Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Total same as previous estimate of April 6, 1982 $2,785,731.00

Type Code 6104
Roadway (Primary Highway)

Total same as previous estimate of April 6, 1982 $1,115,046.00

Length of Federal Lands Highway ------------ 8.124 mi.
Length of Primary Highway ----------------- 3.889 mi.
Total 12.013 mi.

Cost of FLH Per Mile ----------------------$342,901.40
Cost of Primary Per Mile -----------------$286,717.92

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Federal Funds	State Funds
FLH Hwy. Funds	100%	$2,785,731.00	$2,785,731.00	$ ---
Primary Funds	88.18%	1,115,046.00	983,248.00	131,798.00
Subtotal		$3,900,777.00	$3,768,979.00	$131,798.00
Reserve				
FLH	100%	614,269.00	614,269.00	---
Total		$4,515,046.00	$4,383,248.00	$131,798.00

Group 1 71%; Group 2 29%
Contract No. 9451
Prefix: 13-1066

9451

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OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 4-161 + 162	FEDERAL-AID PROJECT AGREEMENT 4-14-82	County Oregon Project No. Harney FLH-F-4(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beede Reservoir - Drinkwater Pass

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-82	12.013
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	%
$ 2,785,731.00 1,115,046.00	$ 2,785,731.00 983,248.00	(153) (010)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XX FOR: H.S. COULTER, PE

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator 4-14-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 6, 1982

Federal Aid Project
No. FLH-F-4(10)

Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

PROJECT AGREEMENT ESTIMATE

Type Code 6104
Roadway (Federal Lands Highway)

Sta.	to	Sta.
447+00	-	451+10
461+50	-	495+60
508+95	-	520+60
560+50	-	95+00
99+00	-	112+30
119+60	-	129+60
137+60	-	147+50
183+20	-	191+00
196+00	-	237+40
318+40	-	456+00

Mobilization	72	%	All Required	$ 244,800.00
Temporary Protection and Direction of Traffic	74	%	All Required	6,660.00
Temporary Signs	556	Sq. Ft.	5.00	2,780.00
Temporary Barricades	6	Each	50.00	300.00
Flagmen	2,405	Hour	10.00	24,050.00
Pilot Car	814	Hour	15.00	12,210.00
Clearing and Grubbing	74	%	All Required	14,800.00
Removal of Structures and Obstructions	74	%	All Required	7,400.00
Scarify Existing Surfacing	94,000	Sq. Yd.	0.40	37,600.00
Ditch Excavation	192	Cu. Yd.	10.00	1,920.00
General Excavation	169,920	Cu. Yd.	2.00	339,840.00
Trench Excavation	71	Cu. Yd.	10.00	710.00
Finishing Roadbed and Slopes	68	%	All Required	20,400.00
Watering	2,072	M-Gal.	10.00	20,720.00
1"-0 Aggregate Base	172,000	Ton	4.50	774,000.00
Class "B" Asphalt Concrete Mixture	41,800	Ton	6.00	250,800.00

Asphalt Cement in Mixture	2,470	Ton	185.00	456,950.00
Asphalt in Tack Coat	24	Ton	200.00	4,800.00
1"-0 Aggregate in Prime Coat	535	Cu. Yd.	10.00	5,350.00
MC-250 Asphalt in Prime Coat	100	Ton	250.00	25,000.00
18-inch Culvert Pipe	398	Lin. Ft.	12.00	4,776.00
24-inch Culvert Pipe	66	Lin. Ft.	16.00	1,056.00
36-inch Culvert Pipe	95	Lin. Ft.	24.00	2,280.00
48-inch Culvert Pipe	20	Lin. Ft.	60.00	1,200.00
6-inch Drain Pipe	730	Lin. Ft.	4.00	2,920.00
Filter Fabric	651	Sq. Yd.	3.00	1,953.00
Gravel in Drain	77	Cu. Yd.	10.00	770.00
Guard Rail, Type 2A	11,405	Lin. Ft.	7.45	84,967.25
Guard Rail Anchors, Type 1	23	Each	250.00	5,750.00
Rail End Pieces, Type C	10	Each	90.00	900.00
Type 1 Fence	24,940	Lin. Ft.	1.00	24,940.00
Extra for Asphalt Approaches	11	Each	200.00	2,200.00
Delineators, Type 2	295	Each	18.00	5,310.00
Delineators, Type 4	32	Each	10.00	320.00
Removal of Existing Signs	80	%	All Required	240.00
Wood Sign Post	80	%	All Required	800.00
Type "C" & "D" Signs in Place	317	Sq. Ft.	10.25	3,249.25
Type "EE" Signs in Place	13	Sq. Ft.	20.00	260.00
Type "U" Signs in Place	18	Sq. Ft.	20.00	360.00
Move & Reinstall Existing Signs	80	%	All Required	800.00
Roadside Seeding and Straw Mulching with Mulch Binder	47	Acre	500.00	23,500.00
				$2,419,641.50

Anticipated Items

Permanent Pavement Striping	(72 %)	All Required	$ 5,400.00
Temporary Pavement Striping	(72 %)	All Required	2,160.00
Asphalt Cement Adjustment	(72 %)	All Required	43,200.00
On-the-job Trainees (4,000 hrs. @ $0.80)	(72 %)	All Required	2,304.00
Temporary Erosion Control	(70 %)	All Required	3,500.00
			$ 56,564.00
		SUBTOTAL	$2,476,205.50
		Engineering	309,525.50
		TOTAL	$2,785,731.00

Type Code 6104
Roadway (Primary Highway)

Sta.	to	Sta.
451+10	-	461+50
495+60	-	508+95
520+60	-	560+50
95+00	-	99+00
112+30	-	119+60
129+60	-	137+60
147+50	-	183+20
191+00	-	196+70
237+40	-	318+40

Mobilization	28	%	All Required	$ 95,200.00
Temporary Protection and Direction of Traffic	26	%	All Required	2,340.00
Temporary Signs	196	Sq. Ft.	5.00	980.00
Temporary Barricades	2	Each	50.00	100.00
Flagmen	845	Hour	10.00	8,450.00
Pilot Car	286	Hour	15.00	4,290.00
Clearing and Grubbing	26	%	All Required	5,200.00
Removal of Structures and Obstructions	26	%	All Required	2,600.00
Scarify Existing Surfacing	46,000	Sq. Yd.	0.40	18,400.00
Ditch Excavation	32	Cu. Yd.	10.00	320.00
General Excavation	36,000	Cu. Yd.	2.00	72,000.00
Trench Excavation	144	Cu. Yd.	10.00	1,440.00
Finishing Roadbed and Slopes	32	%	All Required	9,600.00
Watering	728	M-Gal.	10.00	7,280.00
1"-0 Aggregate Base	78,000	Ton	4.50	351,000.00
Class "B" Asphalt Concrete Mixture	18,200	Ton	6.00	109,200.00
Asphalt Cement in Mixture	1,130	Ton	185.00	209,050.00
Asphalt in Tack Coat	16	Ton	200.00	3,200.00
1"-0 Aggregate in Prime Coat	255	Cu. Yd.	10.00	2,550.00
MC-250 Asphalt in Prime Coat	45	Ton	250.00	11,250.00
Membrane Waterproofing	1,450	Sq. Yd.	6.00	8,700.00
12-inch Culvert Pipe	138	Lin. Ft.	10.00	1,380.00
18-inch Culvert Pipe	286	Lin. Ft.	12.00	3,432.00
24-inch Culvert Pipe	42	Lin. Ft.	16.00	672.00
30-inch Culvert Pipe	20	Lin. Ft.	20.00	400.00
6-inch Drain Pipe	270	Lin. Ft.	4.00	1,080.00
Filter Fabric	239	Sq. Yd.	3.00	717.00

Gravel in Drain	28	Cu. Yd.	10.00	280.00
Guard Rail, Type 2A	800	Lin. Ft.	7.45	5,960.00
Guard Rail, Type 3	200	Lin. Ft.	20.00	4,000.00
Guard Rail Anchors, Type 1	9	Each	250.00	2,250.00
Extra for Guard Rail Bridge Connections	8	Each	350.00	2,800.00
Rail End Pieces, Type C	9	Each	90.00	810.00
Type 1 Fence	6,060	Lin. Ft.	1.00	6,060.00
Extra for Asphalt Approaches	20	Each	200.00	4,000.00
Delineators, Type 2	95	Each	18.00	1,710.00
Delineators, Type 4	3	Each	10.00	30.00
Removal of Existing Signs	20	%	All Required	60.00
Wood Sign Post	20	%	All Required	200.00
Type "C" and "D" Signs in Place	20	Sq. Ft.	10.25	205.00
Type "U" Signs in Place	56	Sq. Ft.	20.00	1,120.00
Move & Reinstall Existing Signs	20	%	All Required	200.00
Roadside Seeding and Straw Mulch with Mulch Binder	17	Acre	500.00	8,500.00
				$ 969,016.00

Anticipated Items

Permanent Pavement Striping	28	%	All Required	$ 2,100.00
Temporary Pavement Striping	28	%	All Required	840.00
Asphalt Cement Adjustment	28	%	All Required	16,800.00
On-the-job Trainees (4-4,000 @ $0.80)	28	%	All Required	896.00
Temporary Erosion Control	30	%	All Required	1,500.00
				$ 22,136.00
			SUBTOTAL	$ 991,152.00
			Engineering	123,894.00
			TOTAL	$1,115,046.00

Length of Federal Lands Highway ---- 8.124 mi.
Length of Primary Highway ---------- 3.889 mi.
TOTAL 12.013 mi.

Cost of FLH Per Mile --------------$342,901.40
Cost of Primary Per Mile ----------$286,717.92

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
FLH Hwy. Funds	100%	$2,785,731.00	$2,785,731.00	$ --
Primary Highway	88.18%	1,115,046.00	983,248.00	131,798.00
		$3,900,777.00	$3,768,979.00	$131,798.00

Group 1 71%; Group 2 29%
Contract No. 9451
Prefix: 13-1492
Prefix: 13-1066

Beede Reservoir-Drinkwater Pass
Nonparticipating - State Work

3/8"-#10 Material in Stockpile	15,000 Cu. Yd.	6.00	$ 90,000.00
Furnish and Installing Mailbox Posts	31 Each	100.00	3,100.00
			$ 93,100.00
State Responsibility for Damages		All Required	$ 4,000.00
		SUBTOTAL	$108,350.00
		Engineering	13,550.00
		TOTAL	$121,900.00

9451

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September 28, 1983

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9451

Gentlemen or Ladies:

Contract No. 9451 awarded to R. L. Coats for work on the Beede Reservior-Drinkwater Pass Section of the Central Oregon Highway in Harney County was completed on August 12, 1983, and accepted by the State Highway Division on September 20, 1983.

Final payment in the amount of $37,053.81 will be released to the contractor after October 3, 1983. The total contract amount is $3,864,726.91 including $38,137.33 for work performed under force account.

You have been advised previously that a claim has been filed with us against the bond on this contract, which has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

TED
9-28-83 kjm

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

9451 7

RC 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams, P.E.
Final Design Engineer

DATE: July 14, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

Adele L. Egan

SUBJECT: Files RW 1698 & 41722
Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County
#F-21-4 (5)

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Have you received any information from Dave Carter, Federal Highway Administration in regards to our fencing standards on this project.

Your March 30, 1983, letter stated that Carter would discuss the standards with the Bureau of Land Management.

We need to know the final conclusions on this standard to complete our phase of this project.

AE
mm/mp

cc Dave Carter
Anything happening on this?
Don A.

81-125-1387

9451

4

CON 5

DATE: June 22, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FLH-F-4(10)

Contract 9451, Work Completed April 18, 1983

Project Beede Reservoir-Drinkwater Pass

Highway Central Oregon

County Harney

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

RDC:mh

cc: H. S. Coulter
C. T. Keasey
R. D. Hector
R. D. Church

9451

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Beede Reservoir - Drinkwater Pass	WEEK ENDING June 4, 1983
		SECTION PREFIX 013-1066
	HIGHWAY Central Oregon	COUNTY Harney
NAME OF JOB	KIND OF WORK Grading and Paving	
CONTRACTOR R. L. Coats	CONTRACT NUMBER 9451	FEDERAL AID PROJECT NUMBER FLH-F-4(10)
DATE OF CONTRACT April 12, 1982	DATE WORK STARTED April 19, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 500	WORK DAYS USED CALENDAR DAYS USED 247
PROJECT AUTHORIZATION: $ 4,184,764.69	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 49%
EXCLUSIVE OF ENGINEERING: $ 3,784,764.69	ENGINEERING AUTHORIZATION $ 400,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 3,777,094.30	ENGINEERING COST TO DATE $ 417,220.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: April 19, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12.05	12.05			12.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED	12.05	12.05			12.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	205,920 cy	250,000 ton	333,000 ton		60,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	214,618 cy	260,527 ton	360,085 ton		58,811 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	214,618 cy	260,527 ton	360,085 ton		58,811 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair	0		
MONDAY 30	Fair	0		
TUESDAY 31	Fair	0		
WEDNESDAY 01	Partly Cloudy	0		
THURSDAY 02	Fair	0		
FRIDAY 03	Fair	0		
SATURDAY 04	Fair	0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	NO ACTIVITY ALL WEEK
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

One man worked 1 day on post semi-final.
Post semi-final to be submitted to Region office next Monday.

Third notification not submitted. Need payrolls from sub-contractor
Greenway Eroison Control.

SIGNED P.F. Burnett, Project Manager
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7

ROAD DESIGN SECTION DES 16

P. F. Burnett
Project Manager

April 20, 1983

DNS
Donald N. Stoudenmeyer
Preliminary Design Supervisor

1 Versteeg ✓
Anderson
Adams
2 Macnab s Hm
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ROAD DESIGN SECTION

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Beede Reservoir-Drinkwater Pass
Central Oregon Highway
Harney County
Contract No. 9451

This letter acknownedges receipt of your narrative report on the subject project. You mentioned several problems with the job on which we would like to comment.

You revised the Temporary Protection and Direction of Traffic and added some signs. This is not unusual, as our traffic control is one way of handling traffic and does not preclude the use of another plan or additional signing.

Your prime coat overran considerably. We originally anticipated prime coat only as stage surfacing. It should have been used throughout the project, as grades were steep and trucks hauling asphalt to the paver could not stop and start without tearing up the unprotected aggregate base.

You stated that the rock in the prime coat was too large. This size was originated in the Specs Section, which in turn got their instructions by phone from the field. From whom, they do not remember.

You added 5,000 lineal feet of guardrail. We called for guardrail on the plans as best we could tell from field info. We also requested of the field that this item be checked with preliminary plans and any additions, etc., noted. We then followed what was submitted to us as a result of that request. Apparently, the field missed the areas that you found.

You had a problem with delineator types. Our Specs Unit states that at the time this job was advertised, delinator standards were being changed and this project missed getting updated to the new standard.

We appreciate receiving these reports, as they can be helpful in future design work.

DNS:ja

cc R. D. Hector
D. N. Stoudenmeyer
Denis Miller

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Beede Res. - Drinkwater Pass
Central Oregon Highway
Harney County
Contract No. 9451

NARRATIVE REPORT

The Beede Reservoir - Drinkwater Pass project, located on U.S, Highway 20, west of Burns, Oregon, involved the reconstruction of 12 miles of narrow, rough roadway. The roadway shoulders were widened, existing pavement scarified and base rock placed to accomadate a 36 foot paved surface. The basic alignment of the roadway was maintained except for several minor revisions on Drinkwater Grade to avoid sliver fills supporting the climbing lane. Two vertical curves were flattened to improve sight distance. Also several cuts were widened 10 feet in addition to the original typical section to alleviate drifting snow problems. These changes in typical section were documented by Price Agreement #3.

The contract for the project was awarded to R. L. Coats of Bend, Oregon on April 2, 1982. The contractor began moving equipment onto the project later in April with grading work and crushing beginning shortly thereafter. The work was pursued vigorously throughout the summer involving 6 day work weeks and 12-14 hour days many times. Paving was completed Oct. 13, 1982 and with the exception of the seeding and mulching all the other work was complete on December 13, 1982.

Temporary Protection and Direction of Traffic

Basically the signing and protective devices were adequate. We did however request the contractor to supply additional warning signs 1 mile and 2 miles from the beginning of project on the grade coming down from Stinkingwater Pass. These signs were to warn trucks that they would have to stop at the foot of the grade. They gave the truckers a better chance of keeping their speed down so they could stop in the pilot line. The pilot line was moved ahead as soon as practical to avoid this situation.

The stage construction shown in the plans was modified by price agreement before work began. This modification allowed the contractor to place base rock on the newly constructed subgrade outside the existing pavement, layed back on a 4:1 slope from the edge of pavement. The existing pavement was then scarified, recompacted and the rest of the base rock placed. The price agreement stated that a 24' wide prime coat would be shot each Thursday or Friday over the entire area scarified during the week. Traffic was controlled by pilot car through the work area. This procedure presented some difficulty in getting all the required work accomplished during the week particularly at the start of the project where numerous soft areas in the subgrade were encountered. It also took awhile for the contractor to get his operation coordinated. After these two obstacles were overcome the method worked quite well. There was some inconvenience to traffic, primarily due to flat tires but probably not much more than the original method would have caused.

Roadwork

The existing roadway surfacing throughout this area consisted of an oil macadam wearing course, 8 - 15 inches of base rock, then another oil macadam. This existing surfacing was ripped using a D-8 cat, with particular care taken to see that the lower oil mat was destroyed. The ripped material was broken up into 12" maximum size pieces and recompacted in place, using large vibratory rollers, 1 sheepsfoot and 1 smooth. Thirteen inches of base rock was then placed over this (15" on shoulders) and a 24 foot wide prime coat shot. This

Treatment worked very well in our opinion. Iteliminated a long standing maintenance problem with broken surfacing in this section by destroying the moisture barrier created by the lower oil mat. It also makes good use of the materials in the existing roadway and is easier to work with and to get a uniform crown and smoother ride than the mixed in place CTB.

The earthwork went fairly well although numerous soft areas were encountered in the first 6 miles of the project. These were excavated and backfilled with either pit run from the quarry (approximatly 6"-0 material) or 1"-0 base rock, depending on depth of excavation. Some of these soft spots didn't show up until after construction of base rock started. The excavation and backfill work was performed under EWO #1 on force account basis. Due to the high optimum moisture of the material encountered a considerable amount of water over plan quantity was used. Optimum moisture ran as high as 129% on some of the material encountered on Drinkwater Grade.

The base rock was placed with bellydumps and spread with a grader. Water was added in place and mixed with the base by processing with the grader. The contractor had large vibratory rollers for compacting the base rock and no major problems with compaction were encountered. Due to the limitations of the depth moisture can be tested with nuclear guage an excessive amount of water was used in some areas contributing to overrun in watering quantities. Possibly would have had better control of moisture content by drying sample taken from total depth placed.

Some of these problems would not have occured if a plant mixed base had been constructed. Not only would there have been better control of moisture but traffic would have moved through construction area much better.

The size of the cover rock on the prime coat was changed from 1"-0 to ¾"-0. The 1"-0 aggregate could not be spread uniformly or within the designated spread rate, it produced a rough ride and raised havoc with tires. The ¾"-0 worked very well. We feel 3/4"-0 should be the maximum size.

Production and placement of the Class "B" AC also went fairly smooth. The contractor set up the asphalt plant soon after placement of the base rock began. He placed the base lift of paving as soon as a 2 or 3 mile stretch of base rock was complete. This provided a smooth traveling surface for the public as well as the contractors vehicles from the beginning of the project to the area under construction.

Early placement of the first portion of the base lift of paving enabled us to determine early that the asphalt content from the mix design was too high (base 7.7% & top 7.2%). Large amounts of liquid asphalt began showing on the surface within two weeks after being under traffic. On August 10, 1982 the contractor was given a letter reducing the asphalt content in base lift to 7.0% rather than 7.7% specified in mix design. Later on new samples of aggregate were submitted for mix design and subsequently the asphalt percentage was adjusted to 7.2% on the base lift and 6.7% on the top. These appeared to work satisfactorly with no bleeding noticed in the top lift.

Compaction of the A.C. was accomplished with only minor problems. Our compaction man and inspector worked closely with the contractor in determining the amount of rolling needed and the desired amplitude and frequency of the roller. We found that in some cases a test would be slightly under specification when taken on a fairly warm mat. A test taken later in the same location after the mat was cool would have passing results. We're not sure why this happens but seems to happen consistantly when using the nuclear guage.

We added approximatly 5,000 lin. ft. of type 2 guardrail in areas where we felt it was needed for safety. The guide lines for placement of guardrail on two lane highways are somewhat vague. They should be updated and the slope and fill height limitations more clearly defined.

[illegible] ?

The special provisions on this project called for Type 2 delineators. The project plans state that type 1 are to be used in snow zones. We wrote a price agreement to make the change with a slight raise in the unit cost. We feel the type 1 delineators should have been specified to begin with since the project is in a snow zone and temperatures down to -20° F are not uncommon in the winter. Type 1 delineators should be specified for all projects in our area, in both Malheur and Harney counties.

The overall project turned out fairly good. The cut slopes were dressed up and finished real well giving the project a good appearance. The final lift of paving has a fairly smooth ride, except for some rough night joints.

We do not anticipate any claims for additional compensation to be filed by the contractor.

R. F. Burnett
R. F. Burnett
Project Manager

889-8[illegible]

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MAR 25 1983
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STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Beede Reservoir-Drinkwater Pass
Highway: Central Oregon
County: Harney

Contract: 9451
Prefix: 13-1066
F.A. No.: FLH-F-4(10)

Item No.	Item	Unit	Original	Semifinal	±%
	SUMMARY				
	BID ITEMS	$	$ 3,481,757.50	$ 3,811,304.00	+10%
	ANTICIPATED ITEMS	$	82,700.00	9,238.87	-89%
	CONTINGENCIES	$	160,400.59	-0-	
	UNANTICIPATED ITEMS	$	-0-	61,865.03	
	ENGINEERING	$	285,156.60	405,511.00	+42%
	LIQUIDATED DAMAGES	$	-0-	-0-	
	TOTALS		$ 4,010,014.69	$ 4,287,918.90	+ 7%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. #5	Flagmen	Hour	3,250	4,980	+53%

Due to contractor's scheduling and methods, additional flagging hours were required for public safety and convenience.

B.I. #11	General Excavation	C.Y.	205,920	214,618.1	+ 4%

Due to soft spots in grade and changes in vertical alignment additional excavation was necessary.

B.I. #14	Watering	M-Gal.	2,800	7,820.8	+179%

Due to high optimum moisture in the 1"-0 Aggregate Base and the clay nature of the subgrade material, larger quantities of water were necessary to accomplish adequate compaction.

B.I. #14	1"-0 Aggregate Base	Tons	250,000	260,527.07	+ 4%

Additional base rock was required in areas where vertical curve changes were made, and in order to accomplish a uniform grade throughout the project.

B.I. #16	3/8"-#10 Material in Stockpile	C.Y.	15,000	18,486.1	+ 23%

Because of contractor's method of building stockpile and under-estimation of production rate original quantity was exceeded.

B.I. #17	Class "B" Asphalt Conc.	Tons	60,000	58,811.29	- 2%

Due to specific gravity figure used for calculation of A.C. mix quantities were underrun. Original factor used 2.7 actual 2.62.

B.I. #18	Asphalt Cement in Mix	Tons	3,600	4,041.42	+ 12%

Original asphalt concretemix design called for 7.7% asphalt cement in base; this was changed to 7.2% after a portion of the base was in place. Top lift mix design was 6.7%. Original quantitie figured on 6.5% asphalt content.

Why? - Pls find out. Denis ?

B.I. #21	Aggregate in Prime Coat	C.Y.	790	2,347	+197%

Grade primed full width on passing lane up Drinkwater grade, also, prime placed heavy on roadway in anticipation of heavy traffic using primed surface. Additional cover material was required to cover this heavy prime. Also, with 1"-0 specified for cover rock it was very difficult to control spread rate.

B.I. #22	MC-250 Asphalt in Prime	Tons	145	261.76	+ 81%

Grade primed full width on steep grade on Drinkwater Pass, and placed heavy on grade to carry heavy traffic load and prevent raveling of base rock.

B.I. #32	Guard Rail Type 2A	Lin. Ft.	12,205	17,113	+ 40%

Extra guardrail required on steep slopes (2:1 or steeper) for safety of traveling public.

B.I. #37	Type 1 Fence	Lin. Ft.	31,000	41,516	+ 34%

Additional fence required in area where additional right-of-way was required for slopes, and no provision was made for this in right-of-way agreement.

B.I.#3005	Price Adjustment on Type 2A Guardrail	Lin. Ft.	---	4,098.0	+100%

Additional cost for additional rail placed for public safety. This extra cost was estimation of credit given on original rail for salvage.

B.I.#801	Excavation of Soft Spot	$	---	37,653.66	+100%

Numerous soft spots were found in the subgrade and required subexcavation. This agreement to cover removal and replacement with quarry rock.

kjl

Beede Res.-Drinkwater Pass Sec.
Central Or. Hwy.
Harney Co.
Contract #9451

Designer's Comments on Construction Narative.

Watering: Watering quantities apparently drasticly overran estimated amounts. The reason~~s~~ for this seems to be two-fold. Much of the material encountered on the project was of a Diatomacious Earth nature requiring very high (129%) moisture content to achieve compaction. Ed Johnson informs me ~~that~~ this information is available to the spec writer thru the construction office. The ~~secon~~ remaining water problems were due to poor control of the base rock moisture content. The resident feels that a plant mix agg. base would insure ~~pr~~ good control of base rock moisture content and indeed it would. However proper inspection of base rock coupled with proper placement of base rock will also insure ~~prop~~ optimum moisture content of the base material as it is being placed. I spoke with one of the ~~residents~~ Engineers ~~pco~~ staff, he said ~~that~~ their nuclear guage would not adequately determine moisture content of the base rock, but ~~that~~ they ~~adopt~~ eventually adopted the "Speedy Moisture Tester" apparatus ~~and~~ got better results.

~~To~~ I fail to see how plant mix agg. base could improve traffic flow during construction.

Prime Coat: We anticipated prime coat only as stage surfacing. It should have been used throughout this project as grades ~~were~~ are steep & the trucks hauling asphalt to the paver could not start & stop on the ~~uf~~ unprotected agg base without tearing it up. So region ~~add~~ primed entire job.

~~Prime Coat.~~ - Specs originates agg size in prime coat.

Spec writer has a phone message recommending 1" agg. but spec writer doesn't know who took message or who left message.

Guard Rail, We put guard rail on prelim plans where we thot it needed & then specifically asked regions ~~opinion~~ recommendations when we preliminaried this job. We then incorporated their recommendations in our final plans.

Delineator's are specs responsibility.

it appears ~~that~~ standards were changed just about the time specs were written and ~~that~~ this job just didn't get ~~up~~ updated to the new standards.

Ken R Miller
4/19/83

9451

7

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

DATE: March 30, 1983

TO: Adele L. Egan, Supervisor
Right of Way Office Unit

FROM: D. R. Adams, P.E.
Final Design Engineer

SUBJECT: Beede Reservoir-Drinkwater Pass Sec.
Central Oregon Highway
Harney County
RW Files 1698 & 41722

I spoke to Dave Carter, Federal Highway Administration, in regard to the fencing standards required by the BLM Consent Agreement on the subject project. Dave Carter intends to discuss this with the BLM to resolve the issue. The issue seems to mainly concern the Burns office of the BLM. Their Prineville office which executed the Consent Agreement for the Spray Slide Section did not establish fencing requirements in their agreement; therefore, on that project we are proceeding to use our standards Type 1 fence.

The Type 1 fence is equal to and, in many instances, exceeds the minimum requirements established by BLM. The fence should be a satisfactory alternate and I am hopeful Dave Carter will be able to resolve this issue in our favor, especially since the fence is already installed.

DRA:rw

cc: J. H. Versteeg H
R. D. Hector
Dave Carter FHWA

81-125-1387

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: March 7, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: Files RW 1698 & 41722
Beede Reservoir-Drinkwater Pass Sec.
Central Oregon Highway
Harney County
#F-21-4 (5)

1 Versteeg
Anderson
3 Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 9 - 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

The February 23, 1983, letter from Dale Allen questioned the FHWA approval of BLM fence standards. He wondered if you or the Specifications Engineer might wish to take up the subject with FHWA. Have you? Do you plan to?

If there are plans to discuss the standards with FHWA, please keep this office informed. We need that information before we object to the fencing standards imposed by BLM on the Beede Reservoir-Drinkwater Pass Section. For your information, a copy of these standards are attached. Also, we would like to have this settled before it becomes a recurring problem.

mm/mp

Attach.

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

[illegible]

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Adele L. Egan, Supervisor
Right of Way Office Unit

DATE: February 23, 1983

SUBJECT: Letters of Consent from BLM
Beede Reservoir-Drinkwater Pass Section
Spray Slide Section

I have reviewed the conditions and stipulations in Letters of Consent from the Bureau of Land Management for Beede Reservoir-Drinkwater Pass Section and Spray Slide Section. In general, we have no problem with this. The BLM makes a big deal out of their fence specification and their standard drawings for fence. That's alright, but it is different than ours. I think that ours is better but I doubt if they would agree. Thus far, we have already constructed our standard fence on the Beede Reservoir job and we will not be changing it. If we want to use their standards on the Spray job, or any other job, you should get that information to Road Design prior to advertisement date so that they can get it into the plans. The FHWA may or may not agree with BLM fence standards. Mr. Versteeg and Mr. Sullivan may wish to take up that subject.

R. D. Hector
Region Engineer

RDH/vt
cc: H. Versteeg
J. Sullivan

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 25 1983

RW 16

ED HARDT
C. O. FREDRICKSON
JIM GIX
DALE ALLEN
R. D. HECTOR

February 17, 1983

FROM: ADELE L. EGAN, Supervisor
Right of Way Office Unit

The BLM and FHWA have a new agreement for the acquisition of right of way and material sources on Federal-Aid Highways crossing the BLM land. Under this new procedure, the Highway representative meets with the BLM and FHWA people after the FHWA notifies BLM of the project. BLM issues a Letter of Consent to FHWA which they will forward to the Highway Division. We will then issue a Highway Easement Deed based on the terms of the Letter of Consent.

A map such as we have used in the past for BLM applications, will still be needed. FHWA must submit a map to BLM before the Letter of Consent can be issued.

A few of our applications have been caught in the middle. We currently have two Letters of Consent which require the approval of the Region Engineer before the Easement Deed can be drawn up. Three others have not reached the Letter of Consent stage.

Enclosed, for your information, is a copy of the Agreement, a draft of the Highway Easement Deed we will be getting, and a Blueprint Resume of the procedures.

If you have any questions, please write or phone.

AE
mm/mp
Enc.

cc: D. E. Swan, w/attach.

P.16
3-3-91

Mr. Hector:
Both current projects are for sites located in Region 5. Would you please look over the conditions and stipulations in the attached Letters of Consent for the two projects and give us your comments and/or approval.

One letter is for the Central Oregon Highway, Beede Reservoir-Drinkwater Pass Section, F21-4 (5), files RW 1698 and 41722, and the other is on the John Day Highway=Spray Section, F-6 (6), file 49258.

11.1

Consent Calendar
9 (c)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON

DATE: March 4, 1983

TO: Oregon Transporation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway, Harney County
Contract No. 9451

This federal-aid grading and paving project is nearly completed and it appears that the final cost will exceed the project authorization by $276,000 or 7.1 percent.

The typical section was revised in order to provide a 10-foot wide fallout area through the rock cuts and to flatten two vertical curves to obtain improved sight distance. In addition, extra excavation was required to remove unsuitable material in several areas of the subgrade. Cost of the additional excavation for these items, together with the cost of backfilling the subexcavated areas with suitable granular material, comprise more than $75,000 of the overrun.

Additional amounts of crushed base material were required to replace some which was lost or contaminated by the subexcavation work mentioned above. More additional base material was used in providing extra width for some 2.6 miles in the area of Drinkwater Pass, near the easterly end of the project. This additional crushed base material added $47,000 to the cost of the project.

The liquid asphalt in the paving mix overran by $81,000 because the final mix design required more asphalt cement than was used in estimating quantities for the job. The estimator used 6% while the mix design called for 7.5% in the base lift and 7.0% in the top lift.

Construction engineering costs overran by $115,000 due largely to the accelerated operations of the contractor which utilized double shifting and multiple simultaneous operations, thus entailing considerable overtime work by our crews. Per diem costs involved in maintaining our crew in an area remote from their headquarters added to the overrun of this item.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $276,000 to a new total of $4,184,764.69. This matter will be on the consent calendar for the March 15 meeting.

OBJ:mk st
bc: Fred Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

94251 7

Adele L. Egan, Supervisor
Right of Way Office Unit

February 23, 1983

Letters of Consent from BLM
Beede Reservoir-Drinkwater Pass Section
Spray Slide Section

I have reviewed the conditions and stipulations in Letters of Consent from the Bureau of Land Management for Beede Reservoir-Drinkwater Pass Section and Spray Slide Section. In general, we have no problem with this. The BLM makes a big deal out of their fence specification and their standard drawings for fence. That's alright, but it is different than ours. I think that ours is better but I doubt if they would agree. Thus far, we have already constructed our standard fence on the Beede Reservoir job and we will not be changing it. If we want to use their standards on the Spray job, or any other job, you should get that information to Road Design prior to advertisement date so that they can get it into the plans. The FHWA may or may not agree with BLM fence standards. Mr. Versteeg and Mr. Sullivan may wish to take up that subject.

? 1 ✓
2 Adm
3 sHm

RECEIVED
FEB 25
ROAD DESIGN SECTION

R. D. Hector
Region Engineer

RDH/vt
cc: H. Versteeg
J. Sullivan

REFERRED TO
Watson Mann
Cole Stoudenmeyer
1 Eriksen FE King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

9451

B

February 19, 1983

CON

The Honorable Denny Jones
State Representative
H380 State Capitol
Salem, OR 97310

Dear Representative Jones:

With reference to your question concerning width of the Beede Reservoir, Drinkwater Pass Section of US20 in Harney County, I am enclosing a report which indicates the proposed construction standards for this section of highway.

In response to your request concerning engineering manpower, I am enclosing a tabulation of figures that cover our field engineering crews only. If you want information on our total numbers to include the designers, etc., please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Enc.

bc E. S. Hunter
J. H. Versteeg
W. E. Schwartz
C. T. Keasey

F

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #7

TO: H. S. Coulter
State Highway Engineer

DATE: January 11, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

NOTED
H. S. COULTER

SUBJECT: Typical Section Width
Beede Reservoir
Drinkwater Pass Section
Central Oregon Highway
Harney County

The decision to provide 36 feet of top width on the subject project was based on the following factors:

1. While the current traffic count (1,200 ADT) puts the section in the standards Class "C" category requiring eight-foot wide shoulders, policy existing at the time the project was developed indicated downscoping of the width to be necessary.
2. Compliance with the "bicycle bill" required providing a bicycle facility the width of which is six feet for a standard shoulder bicycle lane.
3. Provision of a six-foot wide shoulder is much more desirable from the standpoint of traffic safety than for a four-foot wide shoulder since it provides additional width for a vehicle to pull out of the travel way in the event an emergency stop is required.
4. It provided the same width roadway as the adjacent section, Pine Creek Road-Beede Reservoir Section.

Cy - The Honorable Denny Jones -
In answer to your question
on width. HSC

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FET:ge

cc E. S. Hunter
J. H. Versteeg

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: February 18, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway, Harney County
Contract No. 9451

This federal-aid grading and paving project is nearly completed and it appears that the final cost will exceed the project authorization by $275,978.31 or 7.1 percent.

The typical section was revised in order to provide a 10-foot wide fallout area through the rock cuts and to flatten two vertical curves to obtain improved sight distance. In addition, extra excavation was required to remove unsuitable material in several areas of the subgrade. Cost of the additional excavation for these items, together with the cost of backfilling the subexcavated areas with suitable granular material, comprise more than $75,000 of the overrun.

Additional amounts of crushed base material were required to replace some which was lost or contaminated by the subexcavation work mentioned above. More additional base material was used in providing extra width for some 2.6 miles in the area of Drinkwater Pass, near the easterly end of the project. This additional crushed base material added $47,000 to the cost of the project.

The liquid asphalt in the paving mix overran by $81,000 because the final mix design required more asphalt cement than was used in estimating quantities for the job. The estimator used 6% while the mix design called for 7.5% in the base lift and 7.0% in the top lift.

Construction engineering costs overran by $115,000 due largely to the accelerated operations of the contractor which utilized double shifting and multiple simultaneous operations, thus entailing considerable overtime work by our crews. Per diem costs involved in maintaining our crew in an area remote from their headquarters added to the overrun of this item.

Contains Recycled Materials

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $275,978.31. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
P. F. Burnett
R. D. Church
D. E. Swan

9451

HIGHWAY DIVISION

CON

January 19, 1983

Bob Hector
Region 5 Engineer

W. E. Schwartz
Assistant State Highway Engineer

Extra Work Order
Beede Reservoir-Drinkwater Pass
Contract No. 9451

The subject Extra Work Order is being approved based on the extenuating circumstances stated in your letter of January 10 to O. B. Jackmond. However, in order to keep from establishing a precedence, I wish to call your attention to Section 107.25 of the Standard Specifications as being valid and beneficial. It is for the protection of the contractor as well as the State in that it sets forth a definite cut-off on acceptance of certain highly vulnerable units of work. Acceptance of these vulnerable items of completed work must be requested by the contractor in writing and acknowledged by the Highway Division in writing before they can be accepted for maintenance.

Enc.

cc H. S. Coulter
C. T. Keasey

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Highway Operations Engineer

DATE: January 14, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Extra Work Order No. 2
Beede Reservoir-Drinkwater Pass
Contract No. 9451

Enclosed for your approval is an Extra Work Order for repair of guard rail on this contract.

We recommend this order be coded non-participating based on extenuating circumstances sited in the letter from William Anhorn dated January 10, 1983. Also, we would recommend a letter be sent to the Region Engineer setting forth the procedure to be followed on future similar situations, in order not to establish a precedence nor lose federal-aid participation.

Enclosed is a rough draft letter to Bob Hector.

OBJ:cb

Enc.

Draft O.K.
W E Schwartz

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 11, 1983

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Contract No. 9451
Request from Rep. Denny Jones

NOTED
H. S. COULTER

I am attaching copies of the Engineer's Estimate on the subject project, together with a copy of the Project Authorization.

This project was funded from a combination of FLH (Federal Lands Highways), regular Federal-Aid funds and State funds (Maintenance Rock).

The Engineer's Estimate for this project, including "Additional Anticipated Items", Contingencies and Engineering was $5,280,303.38, and the Project Authorization total was $3,908,764.69, with a total difference of $1,371,538.69.

This difference, not authorized for use on this project, went back into the pot to finance other projects. The monies allocated to the Federal Lands Highways portion(s) of the project and not required due to the low bid would have been released to the federal government for reallocation to other projects in other states.

Were there any?

Any wild guess on what project might have been funded with this?

CTK:cb

Enc.

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STATE HWY ENGR
JAN 13 '83
REFER TO
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FOR

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81-125-1387

Contains Recycled Materials

Central Oregon Highway
Beede Reservoir – Drinkwater Pass Section

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$4,700,903.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 7,500.00	
Temporary Pavement Striping	3,000.00	
Temporary Erosion Control	5,000.00	
Asphalt Cement Adjustment	60,000.00	
On the Job Trainees ($0.80 x 4,000 hrs.)	3,200.00	
State Responsibility for Damages	4,000.00	
		82,700.00
		$4,783,603.00
Contingencies (4-1/2%)		215,262.14
Engineering (8%)		382,688.24
		$5,381,553.38
Credit for 3/8 - #10 Maintenance Rock		-101,250.00
Estimated Net Authorization, Construction		$5,280,303.38

CONTRACT NO.
9451

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

5-82

SECTION Beede Reservoir-Drinkwater Pass		HIGHWAY Central Oregon	F.A. PROJECT NUMBER FLH-F-4(10)
COUNTY Harney	JOB PREFIX 13-1066	KIND OF WORK Grading & Paving	PRIMARY ~~SECONDARY~~ ~~N/A~~
CONTRACTOR R. L. Coats		AWARD DATE APR 2 '82	WORK DAY COUNT BEGINS 4-14-82
Project Manager P. F. Burnett	LOCAL GOVT. OR CONSULTANT ENGINEER		REGION ENGINEER W. E. Schwartz
SPECIFIED COMP. DATE 500 CD	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION 4-19-82
			COMMISSION ACCEPT. DATE
			SECOND NOTIFICATION
			STORED IN BOX NUMBER
			THIRD NOTIFICATION
			LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 3,481,757.50
ANTICIPATED ITEMS	AMOUNT	
Permanent Pavement Striping	$ 7,500.00	
Temporary Pavement Striping	3,000.00	
Temporary Erosion Control	5,000.00	
Asphalt Cement Adjustment	60,000.00	
On-the-Job Trainees ($.80 x 4000 hrs.)	3,200.00	
* State Responsibility for Damages	4,000.00	
* Non-participating State Work		
TOTAL ANTICIPATED ITEMS		82,700.00

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE			
DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE			
DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 3,564,457.50
CONTINGENCIES (4½ %)	$ 160,400.59
ENGINEERING (8 %)	$ 285,156.60
SUBTOTAL	$ 4,010,014.69
CREDIT: Maintenance Rock	(101,250.00 CR
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 3,908,764.69
AUTHORIZATION INCREASE APPROVED BY COMMISSION	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON REVERSE SIDE

[illegible]	[illegible]	SFO	1	$	[illegible]	Perm. & Temp pavement striping.
6/7/82	6/12/83	PA	1	$	3,200.00	On-the-Job Training.
/24/82	6/24/82	PA	2	$	-0-	Revise stage constructi[illegible]
6/30/82	7/7/82	PA	3	$	-0-	Document change in typical section in several areas.
7/2/82	7/7/82	EWO	1	$	39,744.00	Excavate soft areas in existing subgrades.
/13/82	9/21/82	PA	4	$	6,300.00	Install cattle guard in public road.
12/17/82		SFO	2 (N)	$	111,006.00	3/8"-#10 Material in stockpile.
11/22/82	11/24/82	PA	6	$	8,736.00	Furn. & install Type 1 delineators.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #7

DATE: January 11, 1983

TO: H. S. Coulter
State Highway Engineer

FROM: Frank E. Terpin F.E.T.
Location Engineer

NOTED
E. S. HUNTER

SUBJECT: Typical Section Width
Beede Reservoir
Drinkwater Pass Section
Central Oregon Highway
Harney County

The decision to provide 36 feet of top width on the subject project was based on the following factors:

1. While the current traffic count (1,200 ADT) puts the section in the standards Class "C" category requiring eight-foot wide shoulders, policy existing at the time the project was developed indicated downscoping of the width to be necessary.
2. Compliance with the "bicycle bill" required providing a bicycle facility the width of which is six feet for a standard shoulder bicycle lane.
3. Provision of a six-foot wide shoulder is much more desirable from the standpoint of traffic safety than for a four-foot wide shoulder since it provides additional width for a vehicle to pull out of the travel way in the event an emergency stop is required.
4. It provided the same width roadway as the adjacent section, Pine Creek Road-Beede Reservoir Section.

FET:ge

cc E. S. Hunter
J. H. Versteeg

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TECHNICAL SERVICES
JAN 12 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F21-4(5) Beede Reservoir
Drinkwater Pass Sec - Harney County
Federal Land Transfer

Date: December 13, 1982

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Attached is a copy of a "Letter of Consent" from the Bureau of Land Management (BLM), Burns District Manager, Joshua L. Warburton stating the conditions under which BLM is in agreement with the appropriation of certain Federal lands required for the subject project. Highway easement deed should be prepared in accordance with the new procedures which were transmitted to you by our memorandum dated December 8, 1982. — See Wit 1.d.

John D Wichman
for Dale E. Wilken

Attachment
cy Ltr of Consent

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Adele Egan, R/W)

12-17-82

RECEIVED
TECHNICAL SERVICES
DEC 16 '82
REFER TO
Boyd
FOR

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			X			

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STATE HWY ENGR
DEC 15 '82
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy [illegible]

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Burns District Office
74 South Alvord, Burns, OR 97720

2820
OR 1900
TD 028551

NOV 18 1982

Regional Federal Highway Administrator
Department of Transportation
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, OR 97301

Dear Sir:

Request has been received for the appropriation of public lands of the United States within the State of Oregon for the purpose of issuing a right-of-way use document to the Oregon Department of Transportation, Highway Division, for the reconstruction and widening of the Central Oregon Highway, Beede Reservoir - Malheur River Section and the Malheur River Bridge - Malheur County Line Section, pursuant to U. S. C. TITLE 23: Highways, Section 317 and Section 107(d).

The area requested lies in:

T. 20 S., R. 36 E., W.M.
Sec. 32: NE1/4NE1/4
Sec. 33: NW1/4NW1/4, SW1/4NW1/4

All lands in Harney County, Oregon, as shown on the map titled "Drawing 10C-46-10", provided by the Oregon Department of Transportation. These lands were covered by our previous right-of-way grant of December 7, 1969, as amended, OR 1900.

Also requested is a right-of-way which lies in the following described area:

T. 21 S., R. 34 E., W.M.
Sec. 13: N1/2NW1/4, NW1/4NE1/4

T. 21 S., R. 35 E., W.M.
Sec. 1: Lots 1, 2, 3, NW1/4SW1/4
Sec. 2: SE1/4SW1/4, NE1/4SE1/4
Sec. 8: SW1/4SW1/4, SE1/4SW1/4, SW1/4SE1/4
Sec. 10: SE1/4SW1/4, NE1/4SW1/4, SW1/4SE1/4, NW1/4SE1/4, SE1/4NE1/4
Sec. 11: NW1/4NW1/4
Sec. 15: NW1/4NW1/4, NE1/4NW1/4
Sec. 16: NW1/4NE1/4, NE1/4NE1/4, NW1/4NW1/4, NE1/4NW1/4
Sec. 17: NW1/4NE1/4, NE1/4NE1/4, NW1/4NW1/4, NE1/4NW1/4
Sec. 18: Lot 1

All lands in Harney County, Oregon, as shown on the map titled, "Drawing 10C-51-13" provided by the Oregon Department of Transportation.

These lands were covered by our previous right-of-way grant of August 9, 1976, TD 028551.

In accordance with the provisions of the Interagency Agreement between the Bureau of Land Management (BLM) and the Federal Highway Administration (FHWA), the BLM agrees to the appropriation and transfer of the above described lands for the foregoing purpose subject to the following conditions, stipulations for which must be included in the right-of-way use document issued to the State of Oregon, Department of Transportation, Highway Division, agreed upon by the State, and enforced by the FHWA:

1. If outstanding valid claims exist on the date of this use authorization, the State agency shall obtain such permission as may be necessary on account of any such claims.

2. The use right herein authorized shall terminate 10 years, or sooner if agreed upon, from the date of execution of the transfer document by FHWA to the State in the event construction of a highway or use of the material site has not been initiated during such period.

3. The use right herein authorized is limited to the described right-of-way and the space above and below for highway purposes and does not include any use rights for non-highway purposes.

4. Retention of rights by BLM to use, or authorized use on, any portion of the right-of-way for non-highway purposes provided such use would not interfere with the free flow of traffic, impair the full use and safety of the highway, or be inconsistent with the provisions of Title 23 of the United States code and the FHWA regulations pursuant thereto, and the FHWA and the State agency concerned shall be consulted prior to exercising such rights.

5. Location by BLM of any Bureau information signs on the portions of the right-of-way outside of construction clearing limits except that such signs shall not be located on the right-of-way of an Interstate System.

6. Consistent with highway safety standards, the State agency shall:

   a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

   b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, maintenance of the highway.

c. Vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary prior to completion of the highway and shall maintain terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

7. No sites for highway operation and maintenance facilities, camps, supply depots, or disposal areas within the right-of-way may be established without obtaining approval of the BLM authorized officer.

8. Application of chemicals shall be pursuant to the National Environmental Policy Act and shall be approved by FHWA prior to application by the State.

9. The provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 242) shall be complied with.

10. All fences to be constructed, reconstructed, and/or relocated shall be built in compliance with the specifications as shown on Attachment 1 to this letter.

11. All previous terms, conditions, and stipulations previously cited in Highway grants OR 1900 and TD 028551.

If you should have any questions, please feel free to call Geoffrey L. Haskett, District Realty Specialist, at (503) 573-2071.

Sincerely yours,

Thomas R. Thompson

for Joshua L. Warburton
District Manager

cc: Adele L. Egan
State of Oregon, Dept. of Transportation
Highway Department
Transportation Building
Salem, OR 97310

NOTED
W. E. SCHWARTZ

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO
Hector
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

9/10

W. E. SCHWARTZ, ASSISTANT STATE HIGHWAY ENGINEER
DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

No response required

DEAR MR SCHWARTZ:

IN RESPONSE TO YOUR LETTER OF AUGUST 8TH REPLYING TO MINE OF AUGUST THIRD I CAN ONLY REPLY THAT THIS SECOND ANSWER ONLY REAFFIRMS MY LACK OF CONFIDENCE IN OREGON'S INTEREST IN THE SAFETY OF THE PUBLIC PASSING THROUGH THE HIGHWAY DIVISION'S CONSTRUCTION PROJECTS. IF YOU WILL TAKE TIME TO REREAD AGAIN YOUR LETTER OF JULY 28TH YOU WILL SEE THAT ANY DISINTERESTED PERSON MUST COME TO THE CONCLUSION THAT PERSONS INJURED ON DOT CONSTRUCTION JOBS HAD BETTER GET A LAWYER SINCE NO ONE ELSE IS INTERESTED.

YOU MAKE IT CLEAR THAT THE DOT, THE CONTRACTOR, COATS, AND THE INSURANCE COMPANY ARE DOING US A FAVOR BY PRESSING US TO ACCEPT AN ADJUSTERS CHECK AND ABSOLVING ALL OF YOU FROM FURTHER LIABILITY BEFORE OUR CAR HAS BEEN FIXED. IT IS NOW OVER TWO MOTHS SINCE WE RECEIVED IT FROM THE GARAGE. IT SEEMS TO RUN ALL RIGHT, BUT ONE STRIP ON CHROME IS STILL MISSING AND THE GARAGE IS VAGUE ABOUT WHEN IT WILL BE IN. IF THE GARAGE CHARGES US MORE WHEN THAT HAPPENS RELYING ON MIDDLETON OR COATS TO PAY ON THE BASIS OF THEIR PERFORMANCE IS BELIEVING IN THE TOOTH FAIRY.

MIDDLETON SEEMS TO BE OBSSED BY THR SUSPICION THAT WE ARE GOING TO SUE FOR FURTHER DAMAGES. FROM YOUR LETTER I GATHER THAT THIS IS A STANDARD METHOD OF RECOVERY IN CASES SIMILAR TO OURS. MY WIFE AND I ARE OLD AND A LONG WAY FROM YOUR STATE. I ASSURE YOU WE WOULD LIKE TO PENALIZE YOUR MAN COATS FOR NEARLY KILLING US, BUT IT IS IMPOSSIBLE. I SPENT 50 YEARS IN MINING CONSTRUCTION. WHEN WE INJURED ANYONE WE TOLD OUR COMPREHENSIVE LIABILITY CARRIER TO GET DOWN THERE FAST AND SEE THAT THE PARTIES WERE TAKEN CARE OF PROMPTLY, ASSUMING, LOGICALLY I THINK, YHAT IF WE DIDN'T THE OWNER WOULD CLIMB ALL OVER US.

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

IN THIS INSTANCE YOU ARE THE OWNER. IF I UNDERSTAND YOU LETTER, IF COATS DOESN'T PAY ONE OF HIS SUPPLIERS who ASKS YOU to HELP YOU TELL HIM TO GET A LAWYER.

MY WIFE AND I WILL WAIT FOR THE CHROME STRIP AND THEN WRITE MIDDLETON AGAIN AND ASK HIM AS A SPECIAL FAVOR IF HE WILL SEND US A CHECK FOR OUR OUT OF POCKET REPAIR BILL.

IN THE MEANTIME I HOPE THAT COATS DOESN'T KILL SOMEONE ON THE JOB.

SINCERELY

James Quigley

CC GEORGE BELL

CON

August 9, 1982

Mr. James Quigley, P.E.
Suite 1725, Beneficial Life Tower
Salt Lake City, Utah 84111

You misunderstand the position of the Oregon Department of Transportation regarding construction safety and the unfortunate incident you recently experienced while traveling through eastern Oregon. In reviewing my letter I can understand why. The response only addressed the questions of contractor qualifications and liability.

As a matter of fact, the State does not condone construction activity such as you reported. Traffic should have been stopped if there was a danger from material rolling onto the road while equipment was working. Traffic control measures were in place to properly protect the public. This is our standard practice and is clearly stated in our job plans and specifications.

We did immediately bring your complaint to the attention of the project engineer with instructions to again instruct the contractor and his flagging personnel in traffic safety procedures for the type of operation which was underway.

I hope this will provide a more satisfactory answer to your concerns.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

bc H. S. Coulter
R. D. Hector w/att.
Frank Burnett w/att.

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

8/3/82

W. E. SCHWARTZ
ASSISTANT STATE HIGHWAY ENGINEER FOR OPERATIONS
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
SALEM, OREGON, 97310

DEAR MR. SCHWARTZ:

YOUR REPLY TO MY REPORT OF THE ACCIDENT ON THE COATES JOB IN WHICH MY WIFE AND I NARROWLY ESCAPED DEATH IS VERY DISTURBING. AS I UNDERSTAND YOUR LETTER THE OREGON DOT IS NOT CONCERNED WITH THE SAFETY OF THE TRAVELLING PUBLIC LEAVING IT TO BE THE SOLE CONCERN OF THE CONTRACTOR.

SINCE YOU ARE STATING THE OFFICIAL POSITION OF THE OREGON DOT I CAN ONLY REPLY THAT IF YOU WERE A MINING OPERATION YOU AS AN OFFICIAL AND COAT AS THE OPERATOR WOULD BE SUBJECT UNDER THE FEDERAL MINING RULES AND REGS TO VERY SUBSTANTIAL FINES AND A SHUT DOWN UNTIL CORRECTIVE STEPS WERE TAKEN.

I HAD A HIGH REGARD FOR OREGON UNTIL I RECEIVED YOUR LETTER. YOUR POSITION THAT A NEAR FATAL ACCIDENT IS A MINOR INCIDENT, NOT WORTH INVESTIGATING IS PROOF THAT SOMETHING IS LACKING IN YOUR PROFESSIONAL AND ADMINISTRATIVE ABILITIES.

SINCERELY

James Quigley

CC GEORGE BELL

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9451

August 5, 1982

R. M. Wade & Co.
P. O. Box 8769
Portland, OR 97208

CON 5
#9451

Attention: Peter H. Lane
Credit Manager

Gentlemen:

Thank you for your letter of July 9, 1981, stating that you have received a check from Hopsing Construction, Inc., in the amount of $2,066.03.

This was in connection with a claim against Contract No. 9451 with R. L. Coats for work on the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

JS 8/5/82

Wade Newbegin, Jr.
President

F. Dick R. Vanek
Vice President

R.M.Wade&Co.
DISTRIBUTION DIVISION
A Division of R. M. WADE & CO. An Oregon Corporation
Mailing Address: P.O. Box 8769, Portland, Oregon 97208
10025 S.W. Allen Blvd., Beaverton, Oregon 97005
Phone: Area Code (503) 641-1865 Telex: 15-1231

Twin Falls Branch—
1920C Highland Ave. East
TWIN FALLS, IDAHO 83301
(208) 733-1862

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107
(206) 632-8343

July 9, 1982

9451

Mr. Robert Gormsen
State of Oregon
Transportation Department
Room 121
Transportation Bldg.
Salem, Oregon 97310

Dear Bob:

In reference to my July 2, 1982 letter regarding our lein against Hopsing Construction, Inc. of Salem, Oregon we have just received their check in the amount of $2066.03 which satisfies the debt in its entirety.

I would certainly appreciate you notifying the necessary departments regarding our lein and that it has been satisfied in its entirety.

We want to thank you so very much for your able assistance and advice over the phone regarding affecting payment to R. M. Wade & Co.

With warm regards,

R. M. WADE & CO.
Distribution Division

Peter H. Lane
Credit Manager

PHL:mjc
Encl.

RECEIVED
JUL 1[illegible] 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9451

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Public Lands Funds

Date: August 4, 1982

Reply to Attn. of: HAM.1-OR/116.1

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Based on our 8-3-82 conversation with Mr. D. E. Swan, we are advising our Regional Office via copy of this memorandum to reduce Oregon's allotment of Public Lands funds as follows:

FLH 9(1) Fossil Creek-Bone Creek	$ 70,351.56
FLH 4(10) Beede Reservoir-Drinkwater Pass	514,269.00
	$ 584,620.56

Robert B Harthaway
for Dale E. Wilken

cc:
Region 10 (Tom Werner, HAD-010)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

AUG 4 '82

REFER TO
Cy Bothman - Swan

FOR

Info	Inves	R/D	D R	Sign	Act	File
					✓	

If approp.
WES

9451

L

July 28, 1982

CON

Mr. James Quigley, P.E.
Suite 1725, Beneficial Life Tower
Salt Lake City, Utah 84111

We certainly appreciate your concern regarding the accident you experienced on June 11 while traveling through the highway construction project between Burns and Juntura.

This Division regards the R. L. Coats Construction Company as a very competent highway construction firm even though that part of the operation you saw may have indicated otherwise.

The State of Oregon has no State Contractor's Board, so we cannot send the forms you requested. Your recourse, if Mr. Coats or his Insurance Carrier don't make right your damages, is to take civil action through the judicial system.

We do hope this matter is resolved to your satisfaction quickly and that your next visit to our state is more enjoyable.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc George Bell

WGA:lm st

bc H. S. Coulter
C. T. Keasey
R. D. Hector

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO
Cy Bob Hector
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		☒				

7-13-82
R/D due 7-26-82

7/9/82

GEORGE BELL, PUBLIC AFFAIRS DIRECTOR
OREGON DEPARTMENT OF TRANSPORTATION
STATE TRANSPORTATION BUILDING
SALEM, OREGON 97310

DEAR MR. BELL:

ON FRIDAY, JUNE 11TH, MY WIFE AND I WERE IN OUR CAR, THE FIFTH IN A LINE, GOING EASTERLY THROUGH A ROAD CONSTRUCTION JOB ABOUT 1 MILE EAST OF DRINKWATER SUMMIT ON ROUTE 20 BETWEEN BURNS AND ONTARIO. THE LINE HAD BEEN RELEASED BY A FLAGMAN, BUT THERE WAS NO PILOT CAR. IN A ROCK CUT WHICH HAD BEEN PARTIALY CLEANED UP OUR CAR WAS STRUCK BY A LARGE BOULDER ROLLING DOWN THE BANK BELOW A TRACTOR WORKING ON TOP.

AT THE PRESENT TIME THE INSURANCE COMPANY REFUSES TO PAY FOR THE DAMAGES UNLESS WE SIGN A RELEASE ABSOLVING THE CONTRACTOR FROM ALL FUTURE CLAIMS. WHETHER OR NOT THE CAR IS SATISFACTORILY REPAIRED WON'T BE KNOWN FOR A MONTH OR SO AND WE ARE NOT SURE WHETHER WE WILL TAKE ANY OTHER ACTION AGAINST THE CONTRACTOR SINCE THE ACCIDENT WAS A SEVERE SHOCK TO BOTH OF US.

THERE WAS A SIMILAR ACCIDENT AT THE SAME SITE EARLIER THAT SAME DAY.

THE CONTRACTOR, R. L. COATES HAD NO SUPERVISOR ON THE JOB. WE WAITED FOR A HALF HOUR BEFORE HE SHOWED UP. THE INSURANCE ADJUSTOR SENT US A FORM FOR A CLAIM ON JUNE 30TH AND NOW REFUSES TO SETTLE UNLESS WE WAIVE ALL FURTHER CLAIMS. IT APPEARS THAT BOTH THE CONTRACTOR AND THE ADJUSTER TAKE THE POSITION THAT THEY ARE THE INJURED PARTY NOT US.

WHAT CONCERNS US IS THAT THE BOULDER THAT STRUCK THE CAR WAS PROCEEDED BY A MUCH LARGER ONE WHICH GRAZED THE FRONT OF THE CAR. IF IT HAD STRUCK THE CAR MY WIFE AND I WOULD HAVE BEEN KILLED. THE ONE THAT STRUCK THE CAR DID SO ON A ROLLING BOUNCE AND THE DAMGE WAS MINIMAL.

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

I ASSUME THAT R. L. COATES IS A LICENSED CONTRACTOR. HOW HE CAN BE PERMITTED TO OPERATE WITH EQUIPMENT WORKING AT THE TOE OF A BLASTED PILE WHILE TRAFFIC PASSES BY IS HARD TO UNDERSTAND. HOW HE CAN REFUSE TO PAY DAMAGES UNLESS ABSOLVED FROM ALL BLAME SEEMS EQUALLY DIFFICULT FOR US TO UNDERSTAND. A RELEASE OF THAT NATURE IS BLACKMAIL PURE AND SIMPLE.

I WOULD APPRECIATE IT IF YOU WOULD SEND ME THE PROPER FORMS SO I CAN LODGE A COMPLAINT BEFORE THE OREGON DEPARTMENT OF TRANSPORTATION AND THE STATE CONTRACTORS BOARD. BEING A MINING ENGINEER I HAVE HAD 50 YEARS OF EXPERIENCE BLASTING AND LOADING BROKEN ROCK, BUT HAVE NEVER SEEN SUCH A SORRY MESS.

SINCERELY

James Quigley

CL-82-43

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 20 1982
NORMA PAULUS
SECRETARY OF STATE

July 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9451

RECEIVED

R. M. Wade & Co.
P. O. Box 8769
Portland, OR 97208

Attention: Peter H. Lane
Credit Manager

Gentlemen:

This will acknowledge your letter of July 2, 1982, with attached invoices, stating that you have a claim against Hopsing Construction, Inc., in the amount of $2,066.03 for material furnished on Contract No. 9451.

The claim states this is in reference to the R. L. Coats Contract No. 9451 for work on the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Wade Newbegin, Jr.
President

F. Dick R. Vanek
Vice President

R.M.Wade&Co.

DISTRIBUTION DIVISION
A Division of R. M. WADE & CO. An Oregon Corporation
Mailing Address: P.O. Box 8769, Portland, Oregon 97208
10025 S.W. Allen Blvd., Beaverton, Oregon 97005
Phone: Area Code (503) 641-1865 Telex: 15-1231

Twin Falls Branch—
1920C Highland Ave East
TWIN FALLS, IDAHO 83301
(208) 733-1862

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107
(206) 632-8343

July 2, 1982

Mr. Robert Gormsen
State of Oregon
Transportation Department
Room 121
Transportation Bldg.
Salem, OR 97310

Good Morning Bob:

Pursuant to our phone conversation on Thursday in regard to our lein placed against Hopsing Construction, Inc. of Salem, Oregon.

Enclosed is a copy of our filing with Harney County of which at this writing a total of $2,066.03 is still due R. M. Wade & Co. This represents our Inv. B-99172 in the amount of $1,279.43 and our Inv. B-00449 in the amount of $786.60.

We are formally notifying you of notice of claim, and I would appreciate your efforts in affecting payment of the above which is now seriously past due.

With warm regards,

R.M. WADE & CO.
Distribution Division

Peter H. Lane
Credit Manager

PHL:wv
Encls.

FORM No. 126—CONSTRUCTION LIEN—Labor, materials [illegible]r rented equipment. STEV[illegible]ESS LAW PUBLISHING CO., PORTLAND, OR. 97204
1976 TS

130798

Book 1, page 310

KNOW ALL MEN BY THESE PRESENTS: *The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as* STATE HWY CONTRACT #9451 *all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of* HARNEY*, State of Oregon, (which is the site of said improvement) described as follows:*

B 98475	1397	6' 6" 133 PAINTED STUDDED TEE POSTS	
	95	15½ GA 4PT GAUCHO BARB CLASS III	
	10	#9 GA GALV SMOOTH WIRE CLASS III	
		TOTAL	$6,416.91
B 99172	503	6' 6" 133 PAINTED STUDDED TEE POSTS	$1,279.43
B 00449	3800	38" FENCE STAYS	$ 786.60
STATE HWY CONTRACT #9451		GRAND TOTAL	$8,482.94

STATE HWY CONTRACT #9451
BEEDE RESERVOIR
DRINKWATER PASS
CENTRAL OREGON HWY
HARMEY COUNTY
OREGON STATE

The address of said land is, if known (if unknown, so state) ...., *in said county and state.*

The name of the owner or reputed owner of said land is ....,

The name of the owner or reputed owner of said improvement is ....;

the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person ☐ *who employed claimant to perform said labor, to furnish said materials and/or equipment, or* ☐ *to whom he furnished said materials or rented said equipment (indicate which) is* HOPSING CONSTRUCTION, INC.

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") NONE

Materials (if no materials furnished, insert the word "none") FENCE POSTS, BARB WIRE AND BRACES

Equipment rented; if none, insert "none." ....

Claimant commenced to perform said labor, to furnish said material and/or equipment on .... *19*......., *and completed same on* .... *19*......., *after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on* ...., *19*....... *(If not yet completed, so state).*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$
Materials	$ 8,482.94
Equipment; its reasonable rental value	$
	$
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$
Total	$
Less all just credits and offsets	$
Balance due claimant	$

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

BOOK 1, page 311

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 7th day of JUNE, 19 82

R.M. WADE & CO. Kenneth D Brown
KEN BROWN, CONTROLLER
Claimant

State of Oregon, County of WASHINGTON : ss.

I, KEN BROWN, being first duly sworn, depose and say: That I am the .... claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

NOTARY PUBLIC

Subscribed and sworn to before me this 7th day of JUNE, 19 82

(SEAL)

Notary Public for Oregon. My Commission expires My Commission Expires Jan 30, 1986

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of .... County, Oregon, on ...., 19....

Claimant

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF CONSTRUCTION LIEN LABOR AND/OR MATERIALS
(FORM No. 126)

Lien Claimant

Owner

AFTER RECORDING RETURN TO

R.M. WADE ¢ CO.
P.O. BOX 8769
PORTLAND, ORE. 97208

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON
County of Harney } ss.

I certify that the within instrument was filed in my office on the 10th day of June, 19 82, at 4:03 o'clock P. M., and recorded in book 1 at page 310, or as file/reel No. ...., of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Avel Diaz
Recording Officer

By Colean Norton
Deputy

Book 11 page 312

[illegible] taken, our responsibility ceases. Claims for loss and damages must be made against the Transportation Company.
We will not accept merchandise returned without our consent. A restocking charge will be assessed on merchandise we are asked to restock through no fault of ours.

FINANCE CHARGE ON ALL PAST DUE ACCOUNTS WILL BE 1 1/4% PER MONTH UNLESS PROHIBITED BY LAW

R.M. Wade & Co.
DISTRIBUTION DIVISION

A DIVISION OF R. M. WADE & CO., AN OREGON CORPORATION
MAILING ADDRESS P.O. BOX 8769 • PORTLAND, OREGON 97208
COMPANY LOCATION 10025 S.W. ALLEN BLVD • BEAVERTON, OREGON 97005
D-U-N-S 00-903-3333 TELEPHONE (503) 641-1865

SHIPPING BILLING COPY
No. B 98475

DATE SHIPPED	FILLED BY
4-16-82	H
SHIPPED FROM	CHECKED BY
VIA	B/L NO

DATE OF INVOICE
APR 19 1982

CUST NO 358267
SALESMAN NO 83

SOLD TO:
HOFSING CONS CO
PO BOX 12734
SALEM OR 97309

SHIPPED TO:

POSTED
BD

Chris D. Scandrett

TERMS
- NO 1 - NET 10th OF MONTH FOLLOWING PURCHASE.
- NO 2 - 1% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
- NO 3 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
- NO 4 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF 2nd MONTH
- NO 5 - 5% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
- NO 7 - SIGHT DRAFT WITH BILL OF LADING ATTACHED
- NO 8 - SPECIAL TERMS

HOW ORDERED	DATE ENTERED	DATE TO SHIP	SHIP VIA
1170	4/16/82	TODAY	W/C

BACK ORDERED	ORDERED	SHIPPED	JOHN F DESCRIPTION	LINE CODE	TERM CODE	EACH	LIST	DISC.	NET	TOTAL
503	~~1900~~	~~1400~~ 1397	6'6" 133 PAINTED STUDDED TEE POSTS	2361	3	254.36			3553.41	3553.4
			LOT 24000M LAB 82-3535							
	~~95~~	95	15½ GA 4PT GAUCHO BARB CLASS III			24.70			2346.50	
			LOT 18880M LAB 82-3536							
			24002 M							
	~~20~~ROLLS	10	#9 GA GALV SMOOTH WIRE CLASS III	2321	3	51.70			517.00	2863.5
			LOT 23298M LAB 81-12580							
3800	3800	0	38" FENCE STYAS			20.70				
			LOT ____ LAB ____							
			OSHD - 9451							
			JOB NAME - BEEDE RES - BRIX							
			DRINK WATER PASS							

WHEN MERCHANDISE PURCHASED ON FUTURE DATING IS SOLD PRIOR TO EXPIRATION OF DATING, SUCH MERCHANDISE BECOMES DUE FOR DISCOUNT 10th OF MONTH FOLLOWING DATE OF SALE
MR

MERCHANDISE SALES TOTAL	TAX %	SALES TAX	OTHER CHARGES DESCRIPTION	AMOUNT	C.O.D. AND PARCEL POST	INVOICE TOTAL
6416.91		0				6416.91

PAY THIS AMOUNT

are delivered to [illegible] company in good [illegible] and receipt taken, our responsibility ceases. Claims for loss and damages must be made against the Transportation Company
We will not accept merchandise returned without our consent. A restocking charge will be assessed on merchandise we are asked to restock through no fault of ours.

FINANCE CHARGE ON ALL PAST DUE ACCOUNTS WILL BE **1 1/4% PER MONTH** UNLESS PROHIBITED BY LAW

CUST NO 358267
SALESMAN NO 23

R.M.Wade&Co.
DISTRIBUTION DIVISION

A DIVISION OF R. M. WADE & CO., AN OREGON CORPORATION
MAILING ADDRESS P.O. BOX 8769 • PORTLAND, OREGON 97208
COMPANY LOCATION 10025 S.W. ALLEN BLVD. • BEAVERTON, OREGON 97005
D-U-N-S 00-903-3333 TELEPHONE (503) 641-1865

SHIPPING BILLING COPY
No. B 99172

DATE SHIPPED	FILLED BY
4-26-82	AO
SHIPPED FROM	CHECKED BY
VIA	B/L NO

DATE OF INVOICE
APR 27 1982

TERMS *
NO 1 - NET 10th OF MONTH FOLLOWING PURCHASE
NO 2 - 1% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH
NO 3 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH
NO 4 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF 2nd MONTH.
NO 5 - 5% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH
NO 7 SIGHT DRAFT WITH BILL OF LADING ATTACHED.
NO 8 - SPECIAL TERMS

SOLD TO
HOPSING CONS CO
PO ~~BX~~ BOX 12734
SALEM OR 97309

SHIPPED TO

POSTED
P.D.

HOW ORDERED	DATE ENTERED	DATE TO SHIP	SHIP VIA
1170	4-26-81	TODAY	W/C

BACK ORDERED	ORDERED	SHIPPED	DESCRIPTION	LINE CODE	TERM CODE	EACH	LIST	DISC.	NET	TOTAL
	503	503	6'6' 133 PAINTED STUDDED TEE POSTS	236	2	2.5436			127948	1279[illegible]
			LOT 24000M LAB 82-3535							
3800	3800	0	38" FENCE STAYS			.430			—	
			LOT ____ LAB ____							
			OSHD - 9451							
			JOB NAME - BEEDE RES							
			DRINK WATER PASS							

WHEN MERCHANDISE PURCHASED ON FUTURE DATING IS SOLD PRIOR TO EXPIRATION OF DATING, SUCH MERCHANDISE BECOMES DUE FOR DISCOUNT 10th OF MONTH FOLLOWING DATE OF SALE

MERCHANDISE SALES TOTAL	TAX %	SALES TAX	OTHER CHARGES DESCRIPTION	AMOUNT	C.O.D. AND PARCEL POST	INVOICE TOTAL	PAY THIS AMOU
127948		0				127948	

We will not accept merchandise returned without our consent. A restocking charge will be assessed on merchandise we are asked to restock through no fault of ours.

FINANCE CHARGE ON ALL PAST DUE ACCOUNTS WILL BE 1 1/4% PER MONTH UNLESS PROHIBITED BY LAW.

DISTRIBUTION DIVISION

A DIVISION OF R. M. WADE & CO., AN OREGON CORPORATION
MAILING ADDRESS: P.O. BOX 8769 • PORTLAND, OREGON 97208
COMPANY LOCATION: 10025 S.W. ALLEN BLVD • BEAVERTON, OREGON 97005
D-U-N-S 00-903-3333 TELEPHONE (503) 641-1865

No. B 00449

SHIPPED FROM	CHECKED BY	DATE OF INVOICE
VIA	B/L NO.	

TERMS
NO 1 - NET 10th OF MONTH FOLLOWING PURCHASE.
NO 2 - 1% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
NO. 3 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
NO. 4 - 2% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF 2nd MONTH.
NO. 5 - 5% 10th OF MONTH FOLLOWING PURCHASE, NET 20th OF MONTH.
NO 7 - SIGHT DRAFT WITH BILL OF LADING ATTACHED.
NO 8 - SPECIAL TERMS

CUST. NO. 358267 SALESMAN NO.

SOLD TO:
HOPSING CONS CO
PO BOX 12734
SALEM OR 97309

SHIPPED TO:
B/O B-99132

POSTED

Box 10
314

HOW ORDERED	DATE ENTERED	DATE TO SHIP	SHIP VIA
1170	5/7/82	TODAY	W/C ~~NOTIFY~~

BACK ORDERED	ORDERED	SHIPPED	DESCRIPTION	LINE CODE	TERM CODE	EACH	LIST	DISC.	NET	TOTAL
	~~380~~0	3800	38" FENCE STAYS	2321	3	20.70		Net	786.60	786
			LOT 24005M LAB 82-4313							
			OSHD - 9451							
			JOB NAME - ■ BEEDE RES							
			DRINK WATER PASS							

WHEN MERCHANDISE PURCHASED ON FUTURE DATING IS SOLD PRIOR TO EXPIRATION OF DATING, SUCH MERCHANDISE BECOMES DUE FOR DISCOUNT 10th. OF MONTH FOLLOWING DATE OF SALE

MERCHANDISE SALES TOTAL	TAX %	SALES TAX	OTHER CHARGES DESCRIPTION	AMOUNT	C.O.D. AND PARCEL POST	INVOICE TOTAL
786.60						786.60

PA
TH
AMO

MR

7451 7

ROAD DESIGN SECTION DES 16

Herm Mitzel
Construction Staff Assistant

June 22, 1982

J. H. Versteeg
Road Design Engineer

Beede Reservoir-Drinkwater Pass
Central Oregon Highway
Harney County

Versteeg
Anderson
1 Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
JUN 23 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

The change order for staging on the subject project has been reviewed.

We have no objection to this proposal. However, we are concerned about safety and the probable problems caused by flying rock. Flying rock can cause some minor safety problems and may cause poor public relations if traffic handling is not adequate.

I understand that traffic will be pilot car led around the scarifying operation during the day. If this operation is closed up daily, it should work well. Two-way traffic operation at night, where it cannot be avoided, should be carefully signed with illuminated signs.

DRA:ja

Attachment

cc William Anhorn
 Dave Carter - FHWA

94/31

L.

James Quigley, P. E.
MINING
SUITE 1725, BENEFICIAL LIFE TOWER
SALT LAKE CITY, UTAH 84111
TELEPHONE 801/533-8484

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

June 15, 1982

6-17-8

Corroon & Black of Oregon
1600 S. W. 4th
Portland, Oregon 97201

Gentlemen:

This is to report that on Friday, June 11th at about 3:30 PM in road construction cut a mile or so west of Drinkwater Summit on Route 20 between Burns and Vale, Oregon, my wife's car was struck by a huge boulder loosened by a bulldozer pushing blasted rock over the bank on to the road. There was no supervisor on the site, but after about 45 minutes a Mr. Coates who said he was the owner of the R. L. Coates Construction Company, contractor on the job, showed up and gave me your name as his insurance carrier.

The car was severly damaged. My wife and I narrowly escaped serious injury or worse and great inconvenience. We were the fifth car in a line proceeding eastward through the cut after being given the signal by the flagman. The flagman was at least 1500 feet to the west and could not possibly have observed the work. I asked who was responsible for deciding the cut was safe for traffic and did not receive a satisfactory answer. I did learn that this was the second accident that day in the cut as a cattle truck had been hit by a similar boulder earlier. My wife and I are grateful for only one thing. We were hit by a 2 ton or so boulder, rolling parallel and about 2 feet away from a 10 tonner which missed the front of the car by inches. If this had struck the car my wife and I probably would have been killed.

Since Carroon & Black are our agents here we have reported the accident to Mr. Watts of that office. The car has been taken to Dave Strong Porche Audi who are examining it for structural damage and who will rebuild it. We have a rental car from them while the investigation and repairs, if possible, are being carried out.

I feel very strongly about the gross stupidity of the contractor endangering the public by his disregard of common safety rules. I have spent my life in the mining business and am familiar with blasted rock. I assume someone gave the flagman the go signal to permit cars to pass through while 2 front end loaders 2 trucks and one large dozer were still working in the cut. Whether the boulders were loosened by the dozer 50 feet above, or by the front end loaders digging away at the toe I can't say. Two similar accidents within a few hours seems to be proof that something very serious is wrong with the operation and steps should be taken before someone is killed

Sincerely,

James Quigley

James Quigley

cc: Oregon Highway Department
R. L. Coates Construction
Moyle & Draper

7-1-E-1

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Harney	DIVISION Oregon
DATE OF INSPECTION 6-3-82	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. FLH-F-4(10)

IN COMPANY WITH
Frank Burnett, Project Manager, OSHD

LOCATION
Approximately 10.7 miles Northeast of Buchanan on the Central Oregon Highway (U.S. 20) in Harney County, Oregon

CONTRACTOR NAME AND ADDRESS
R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
April 2, 1982	$3,481,757.50	500 calendar days	April 14,1982	April 19, 1982

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	10	4

REMARKS

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 21 '82
REFER TO
FOR
Info | Yes | R/D | D R | Sign | Act | File

BEEDE RESERVOIR-DRINKWATER PASS SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

This project provides for the widening and reconstruction of this 12 mile section of the Central Oregon Highway. Also included is the addition of a truck climbing lane on the Drinkwater Pass grade.

Work Completed

The contractor has approximately one-third of the clearing and grubbing complete and approximately 20 percent of the grading completed.

Work in Progress

The contractor was excavating and placing base aggregates near the west end of the project.

Comments

Price Agreement No. 2 has been initiated to change the construction staging for traffic pattern on the project. The proposal has been reviewed and is considered to be acceptable. This change will result in a net savings to the project.

Price Agreement No. 3 has been initiated to change the typical section in several areas to provide for fallout areas and to make some improvements to the vertical alignment at Station 64+20 where the vertical curve will be lengthened from 800' to 1200' and lowered 1½'-2', and Station 84+50 where the vertical curve will be lengthened from 800' to 1800' and lowered approximately 4½'. These changes will greatly increase sight distance at a very reasonable cost. All work will be at the unit bid price except if a large quantity of rock is encountered in the excavations. In that case the unit bid price will be adjusted to reflect any rock quantity increase over 19 percent rock (the contractor's rock estimate for the project).

Some soft and wet areas have been encountered as the contractor completes excavations adjacent to the existing road. At the present time these areas are being subgraded and backfilled with suitable material. It is still too early to tell the magnitude of this problem.

The aggregate testing equipment was reviewed and found to have been checked by OSHD Region office personnel on May 25, 1982. Stickers attesting to the check are affixed to the equipment. Approximately 65,000 tons of base material of the approximately 250,000 tons necessary for the project have been produced. At the time of this inspection approximately 4500 tons have been rejected and about 18,000 tons of failing materials has been incorporated into the stockpile. The contractor has taken corrective steps to better produce material within the specifications.

7

DES 16

ROAD DESIGN ENGINEER

May 7, 1982

P. F. Burnett
Project Manager

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Beede Reservoir-Drinkwater Pass Sec.
Central Oregon Highway
Harney County
Contract No. 9451

✓ Versteeg ✓
Anderson
Adams
[illegible]
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAY 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached find three sets of approved shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Co. for fabrication of the signs.

As a point of information, sign shop drawings should be sent to Road Design not to Traffic Engineering.

WGB:rw

Attachments

cc: C. T. Keasey
R. D. Hector
W. G. Beard

415.1

4

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: March 30, 1982

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 25, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 25, 1982 on the following projects:

1. John Day Airport
   Crosswind Runway, Grant County
   Grading and Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Same as No. 1.

3. Gettings Creek, Cabin Creek and
   S. Umpqua Safety Rest Areas
   Pacific Highway, Lane and Douglas Counties
   Building Alteration and Water Reservoirs

   Same as No. 1.

4. Pacific Highway East @ Mt. Hood Avenue (Woodburn)
   Pacific Highway East, Marion County
   Traffic Signal

   Same as No. 1.

5. Pacific Highway West @ 12th Street (McMinnville)
   Adams Street and Baker Street, Yamhill County
   Traffic Signals

   Pedestrian signals will be installed on this project.

6. Beede Reservoir-Drinkwater Pass
Central Oregon Highway, Harney County
Grading and Paving

Two 12-foot lanes with 6-foot shoulders, except where a 12-foot climbing lane is added. Shoulder adjacent to climbing lane is narrowed to 4 feet.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established.....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

7. Midland-California State Line
The Dalles-California Highway, Klamath County
Grading and Paving

12-foot lanes and 8-foot shoulders throughout project.

Same as No. 6.

8. Geary Street-Albany Avenue (Albany)
Salem Avenue, Linn County
Grading and Paving

Two 12-foot lanes with 10-foot parking on one side with 5- or 6-foot shoulder bikeways and 4- to 4-and-one-half-foot sidewalks on each side.

9. Big Creek Bridge
Big Creek Drive, Union County
Structure

27-foot, 6-inch roadway on structure with 28-foot aggregate-surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established.....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

10. Davies Overcrossing
    Sunset Highway, Washington County
    Grading, Paving, Structure and Illumination

    12-foot lanes with 8-foot shoulders provided throughout project.

    Same as No. 6.

11. Sunset Highway-Walker Road
    N.W. 185th Avenue, Washington County
    Multi-lane with 14-foot median

    4-foot shoulder bikeway on each side provided throughout project and 5-foot sidewalk provided as necessary.

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell

9451

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-F-4(10)
2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10123

2A. COUNTY NAME Harney

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/3/82

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Beede Reservoir - Drinkwater Pass Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F. $7,500
Temporary Pavement Triping S.F. $3,000
Asphalt Cement Adjustment $60,000
On the job Training $3,200
Temporary Erosion Control $5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,259,660 Federal Funds $5,039,847.

A signed copy of the Title Sheet is returned herewith.

(Note - FLH Funds appn code 153 in amount of $3,400,000 will not be exceeded)

RECEIVED
[illegible]
[illegible] 5 '82
REFER TO
FOR

14. DATE 3/3/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

RM PR 1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-29-82

Don

#1 Beede Res. - Drinking Water Pass (D. Miller)

Project rescheduled for March 25, 1982
bid letting.

Base Design being revised to
3½" Asphalt Concrete
14" Aggregate Base

Existing 20' Oil mat to be scarified to
12" depth & grid rolled.

#26 Mt. Hood Hwy @ Birdsdale (J. Sills)

Bladorn reviewing project ~~to~~ as to
justification of $146,000. Only $100,000
set up. ~~May~~ They may delay until big
project. Stopped Sills until word from
Traffic.

Lyle

9457

2.

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Public Lands Program - FY 1982

Date: January 11, 1982

From: Division Administrator

Reply to Attn of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Copy
dee 9.5 /.
Public
911
9235

Fiscal year 1982 Public Lands funds in the amount of $1.9 million have been allocated to Oregon for the Beede Reservoir - Drinkwater Pass project in Harney County. This allocation is to be combined with the approved transfer of FY 1981 Public Lands funds of $1.5 million as requested by your July 10, 1981 letter. These funds must be obligated by the end of FY 1983 at which time any unobligated balance is subject to withdrawal.

Your November 5, 1981 request to transfer funds released by final vouchers from projects FLH-3(22) and FLH - 9(1) has not been approved. Action will be taken to return the unobligated balances to the Washington Office.

for Dale E. Wilken

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR

9451 2

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
LOC 6

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: December 28, 1981

FROM: Ed
E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: Federal Lands Highway Program

The Federal Lands Highway Program provides us with 100% funding for construction through the U.S. Bureau of Land Management holdings. If we receive the funding grant for the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway, we will have only three projects ready for future application. In order that we may have a reasonable group of projects to select from, I am requesting authorization to survey the following additional projects:

1. Harney County Line-Hogback Summit
   Lakeview-Burns Highway
   Lake County
   M.P. 34.96 - M.P. 65.63

This project is in the needs listing for oil mat but funding under the FLH program would require designation for reconstruction. Since geometrics of the road are satisfactory, the project would require only stabilization and paving. Thirty-seven percent of the project is eligible for FLH fundings. The southerly one-third of the project holds the major part of BLM lands and would reflect a much higher percentage of BLM lands.

2. Jordan Creek-Owhyhee River
   I.O.N. Highway
   Malheur County
   M.P. 25.41 - M.P. 52.97

This project is in the needs listing. The pavement structure was placed in 1966 and is near the end of its service life. The geometrics of the section are satisfactory; therefore, the project would require only stabilization and paving. Approximately 55% of this highway segment is through U.S. Bureau of Land Management land.

Approval of the surveys for these two segments of highway would allow a broader selection of projects for future programming.

cc J. H. Versteeg
Dale Allen
W. E. Schwartz
Frank Terpin

GCW:ge/ESH:ja

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
12/29/81

Orig to Hunter
TAA

RECEIVED
STATE HWY ENGR
DEC 29 '81
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

9451

BOB PACKWOOD
OREGON

United States Senate
WASHINGTON, D.C. 20510

December 21, 1981

L.W. Rulien
Executive Assistant to the
  State Highway Engineer
Highway Division
Transportation Building
Salem, Oregon 97310

[illegible]

Dear Mr. Rulien:

My office has just been notified by the Federal Highway Administration that the State of Oregon has been awarded $1,900,000 of discretionary funds from the Public Lands Highway Program for the upgrading of a section on U.S. 20. I was happy to see that the requested funds were awarded to the State.

I am sure that this project will greatly improve this major transportation corridor through Central Oregon. I appreciate your having contacted me on this matter of mutual interest. If I can be of assistance in the future, please do not hesitate to contact my office.

Cordially,

Bob Packwood
BOB PACKWOOD

BP/ebs

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR
Info | Inves | R/D | | Sig | Act | File

9457

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO
FOR
Info Inves R/D D R Sign Act File

Date 12-18-81 PROJECT MANAGEMENT OFFICE MEMO

Subject Brede Reservoir Project FLH Funding File No.

Received (call) (~~visit~~) from Alvin Lightner

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Alvin discussed with Ron Linnton:

The Continuing Resolution has been signed by the President (good until Dec 15?)

The Appropriations Bill has not been signed by the President. (He has 10 days to sign)

" " " language is essentially the same as the Continuing Resolution. The Bill will probably be signed next week.

NO announcements regarding FLH distribution will be made until Bill is signed. With next week being Christmas it is not likely there will be any announcement until after Jan 1st.

Bob Hathaway reports about the same thing. Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
PMF LGF OPF FAF CCF OM Other

9451

2

November 5, 1981

PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

/s/ D. H. Moehring
FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Public Lands Highway Funds

Oregon has a current allocation of $1.5 million in Public Lands Highway Funds. Our July 10, 1981 letter requested your approval to transfer this allocation to the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway. This is considerably less than what we requested August 13, 1980. The project does not lend itself to be shortened and a renewed application for an additional $[illegible].28 million in Public Lands Highway Funds was made on July 2, 1981.

The Jackson Cr. Rd.-Hot Springs Rd. Section on the I.O.N. Highway, Project No. FLH-3(22), will release $112,244.16 by final voucher.

The Fossil Cr.-Lone Cr. Project on the John Day Highway, Project No. FLH-9(1) will soon be ready for final voucher and should release approximately $50,000.

Considering the impact of inflation in Highway Construction Costs, the funds that could be realized from the 2 projects would not equal the loss in purchasing power of the $1.5 million currently allocated to Oregon.

I request that the funds released by final voucher on these 2 projects be allocated to the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway.

DES:nf

cc: D. H. Moehring
E. S. Hunter
D. D. Allen

L,

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

OCT 8 1981

IN REPLY REFER TO:
HNG-10

The Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

Thank you for your September 28 letter in support of a request by the Oregon Department of Transportation for Public Lands Highways funding to reconstruct the Beede Reservoir-Drinkwater Pass on U.S. 20.

We asked our field offices this summer to submit project proposals for funding from the $16 million to become available in fiscal year 1982 for Public Lands Highways. We will review all the proposals, including Oregon's request, to develop a priority listing from which approved projects will be selected.

I appreciate the time you have taken to let me know you support Oregon's proposal.

Sincerely yours,

R. A. Barnhart
Federal Highway Administrator

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FOR
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BOB PACKWOOD
OREGON

MIMI WEYFORTH
ADMINISTRATIVE ASSISTANT

COMMITTEES:
FINANCE
COMMERCE, SCIENCE AND TRANSPORTATION
SELECT COMMITTEE ON SMALL BUSINESS

United States Senate
WASHINGTON, D.C. 20510

September 28, 1981

R.A. Barnhart, Administrator
Federal Highway Administration
400 Seventh Street, SW
Washington, D.C. 20590

Dear Mr. Barnhart:

The State of Oregon has applied for funds from the Public Lands Highway Fund for the Beede Reservoir-Drinkwater Pass project on Highway 20. This is an extension of a Federal Lands Highway project which was begun in 1975 and completed in 1978.

This main East-West route through Central Oregon receives a large amount of heavy commercial "thru traffic". This section of US 20 is the one section of the road that is most in need of improvements. The State Highway Division has prioritized this project for funding.

I would urge your full and fair consideration of the merits of application. Thank you for your time and attention in this matter of mutual concern.

Cordially,

Bob Packwood
BOB PACKWOOD

BP/ebs

11629

9451

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

SEP 29 1981

IN REPLY REFER TO:
HNG-10

NOTED
H. S. COULTER

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Public
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The Honorable Mark O. Hatfield
Chairman, Committee on Appropriations
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

Thank you for your September 16 letter in support of a request by the Oregon Department of Transportation for Public Lands Highways funding to reconstruct the Beede Reservoir-Drinkwater Pass on U.S. 20.

We asked our field offices to submit project proposals for funding from the $16 million to become available in fiscal year 1982 for Public Lands Highways. We will review all the proposals, including Oregon's request, to develop a priority listing from which approved projects will be selected.

I appreciate the time you have taken to let me know you support Oregon's proposal.

Sincerely yours,

R. A. Barnhart
Federal Highway Administrator

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2.

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United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

September 16, 1981

NOTED
H. S. COULTER

Mr. R. A. Barnhart
Administrator
Federal Highway Administration
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Barnhart:

This letter is to bring to your attention the funding needs for reconstruction of the Beede Reservoir-Drinkwater Pass in Oregon. The Pass is an 11.95 mile section of U.S. 20, 8.28 miles of which is federal land. The State of Oregon will assume the construction cost of the portion traversing the private land at $2.3 million and the federal share is $5.2 million.

This highway is of importance to the economy of the region, as it is the shortest east-west route connecting the Oregon Coast, the Willamette Valley and a number of larger towns in central and eastern Oregon to the Boise area in Idaho. While this section of U.S. 20 provides benefits to local users, it is also of key significance to interstate as well as intrastate commerce.

I recognize the budgetary constraints on Federal Land Highway funds, however, it is my hope that you will give every consideration to allocating sufficient funding for the Beede Reservoir-Drinkwater Pass to enable its completion.

Kindest regards.

Sincerely,

Mark O. Hatfield
Chairman

MOH/slm

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FOR

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September 15, 1981

The Honorable Robert Packwood
United States Senator
P.O. Box 3621
1002 Holladay
Portland, OR 97208

Attention: Emily Barlow

The following is a summary of the state's application for Public Lands Highway Funds for the Beede Reservoir-Drinkwater Pass project which has been discussed by phone with your office, this date.

The Oregon State Highway Division has again made application for Federal Lands Highway funding for the Beede Reservoir-Drinkwater Pass project on U.S. Highway 20. This proposed project, first applied for in 1977, is an extension easterly of a Federal Lands Highway project between Pine Creek Road and Beede Reservoir started in 1975 and completed in 1978.

The section to be improved is 20 feet wide and has a bituminous surface approximately two-inches thick. It was first improved with federal-aid monies in 1933 and has had only applications of road oil since that date. It is a very narrow section with little, if any, shoulder width.

US20 is a main East-West route through Central Oregon between Newport on the Oregon Coast and Ontario on the Idaho border. It passes through the Willamette Valley and a number of larger towns in Central and Eastern Oregon. The Beede Reservoir-Drinkwater Pass section passes through very sparsely settled country and therefore generates little traffic. Highway usage is nearly all "thru traffic".

Livestock, livestock feed, lumber, machinery and miscellaneous supplies are the main commodities hauled by trucks which account for 14 percent of the traffic using the highway. The roadway has recurring surface failures throughout its length and is showing increasing signs of distress.

US20 has been extensively improved over the years to the point where the 11.8-mile section from Beede Reservoir to Drinkwater Pass might be considered the bottleneck to an otherwise adequate road across Eastern Oregon. The improvement of this section is urgently needed to complete the Federal Lands Highway improvements started in 1975.

The decision on the distribution of these funds rests with the administration of the Federal Highway Administration. An expression of your support of this application is requested.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

DHM:pf LWR:lb

bc D. H. Moehring
E. S. Hunter
D. D. Allen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

In Reply Refer to
File No: ACC 9

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of June 12, (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9). 1978 Completed
2. South Unit, Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the Junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

1. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH-4(-); U.S. Route 20; FAP Route 21:

   A. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      (1) The roadbed is generally 23 feet wide.

      (2) The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

(3) Shoulders are gravel and average 1 1/2 feet in width.

(4) Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

(5) On this section of highway during the years 1978 and 1979, there were six reported accidents. In 1978, there was one parking and one miscellaneous accident with no resulting injuries. The Average Daily Traffic for 1978 was 960 vehicles per day resulting in an accident rate of 0.48. In 1979, there were two non-collision, one fixed object and one miscellaneous accident. Two of the accidents resulted in three injuries. The Average Daily Traffic for 1979 was 880 vehicles per day resulting in an accident rate of 1.05. The 1979 comparable statewide rate for similar highways was 1.59.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway with climbing lane will provide adequate capacity for foreseeable future growth.

B. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows: 11.5"

Roadbed width ------------------------------------ 36 feet
Pavement width ----------------------------------- 24 feet
Paved Shoulders ---------------------------------- 6 feet
Cement Treated Base ------------------------------ 12 inches
Leveling Course (A.C. over old pavement) ---------- 1 1/2 inches
Asphaltic concrete wearing surface ---------------- 3 1/2 inches

The Base Design has been modified from the design use on project F-FLH-4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH-4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

C. Additional information as indicated below provides justification for the proposed improvements:

(1) This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-84 at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

(2) Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

(3) This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock, feed, machinery, and miscellaneous supplies.

(4) This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

(5) The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 900 vehicles (DHV of 105) for this section.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

(7) Approximately 60% of the project is through land owned by U.S. Government administered by Bureau of Land Management.

2. South Unit, Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-); US Route 95; FAP Route 87:

A. The existing facility is substandard in width and has excessive surface instability throughout:

(1) The existing roadbed is generally 28 feet wide.

(2) The travelway is 24 feet of bituminous surface, 3 inches in depth on a 5-inch rock base.

(3) Gravel shoulders are generally 2 feet wide.

(4) The existing average daily traffic is 850 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

(5) During the years of 1978 and 1979, there were two accidents on this section of highway. Both accidents were a fixed-object type and resulted in two injuries. The accidents listed both occurred in 1978. Average Daily Traffic for 1978 was 851 vehicles per day resulting in an accident rate of 1.50. The 1978 comparable statewide rate for similar highways was 2.14.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway will provide adequate capacity for foreseeable future growth.

B. The section under consideration extends from M.P. 81.2 southerly 4.3 miles to M.P. 85.5 which is 35.9 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width -------------------------------- 32 feet
Pavement width ------------------------------- 24 feet
Shoulders (paved) width --------------------- 4 feet
Aggregate Base ------------------------------- 15 1/2 inches
Leveling Course ----------------------------- 2 inches
Wearing Course ------------------------------ 3 1/2 inches A.C.
Future Stage --------------------------------- 1 1/2 inches A.C.

The north end of the project is adjacent to project F-87(1) and is compatible with that section. The south end is compatible with project FLH-3(20).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

C. The following information is furnished in justification of the proposed improvement.

(1) The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

(2) The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

(3) The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

(4) This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

(5) The present traffic justifies improvements to the standards proposed.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

(7) Approximately 75% of this project is through land owned by U.S. Government administered by Bureau of Land Management.

Four copies each of two sketch maps are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

	LENGTH			IN THOUSANDS OF DOLLARS			
SECTION	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 21 M.P. 165.7 - M.P. 177.5	7.3	4.5	11.8	$4,780	$340	$2,350	$7,470
South Unit, Crooked Creek- Flight Strip, I.O.N. Highway, FAP 87, M.P. 81.2-M.P. 85.5	3.3	1.0	4.3	1,480	60	430	1,970
TOTAL				$6,260	$400	$2,780	$9,440

We anticipate that these two projects can be advertised for contracting as soon as funding is available. The location work is complete. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:pf
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

9-14-81

First FAP was in 1933 Grading & Surfacing

There have been 2 Federal Aid Oiling projects and one state oiling project since.

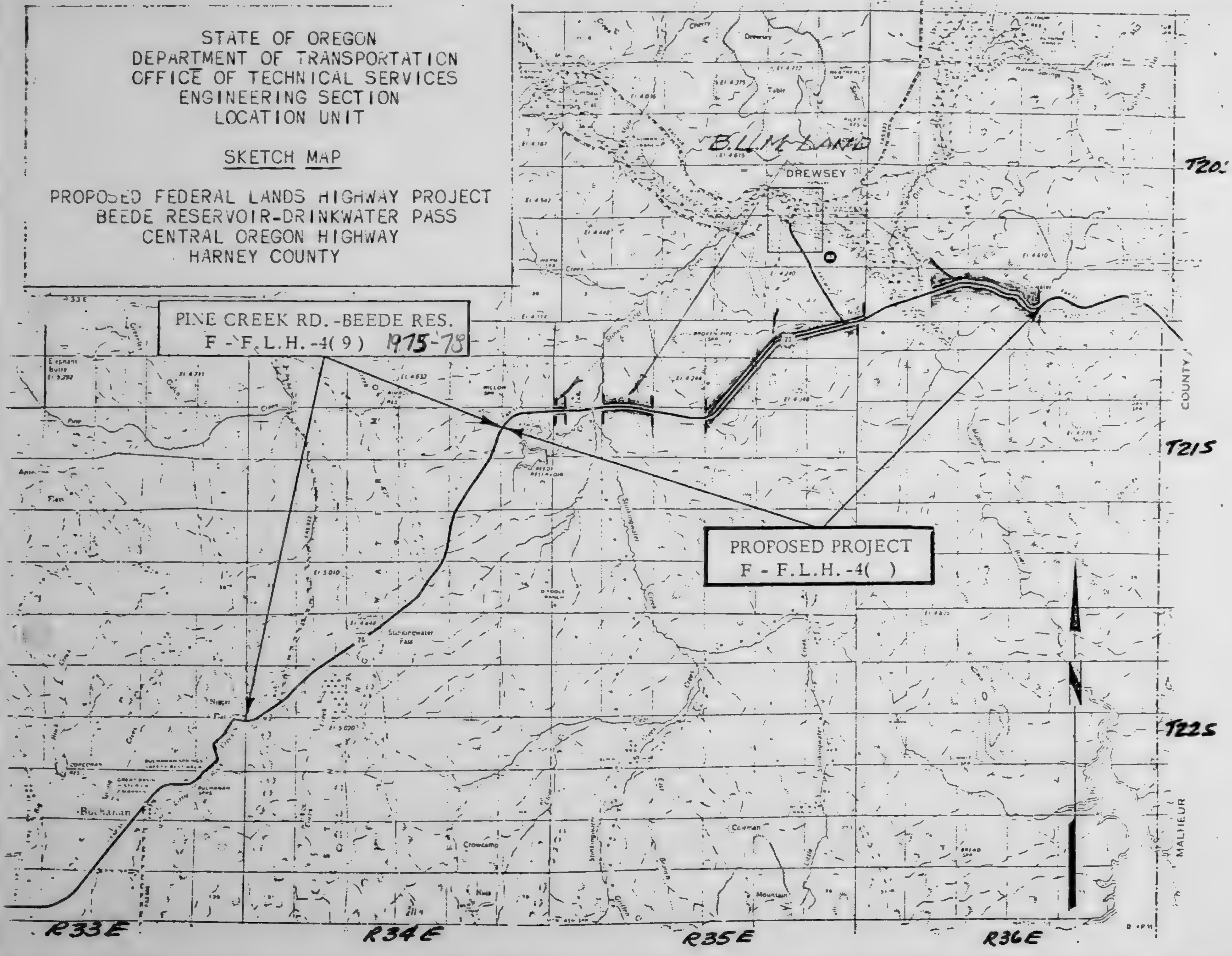
DHM

		M.P. to		LENGTH			FUNDS	(1,000)	
SECTION	HIGHWAY	M.P.	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Reservoir-Drinkwater Pass	Central Oregon, FAP 2	165.7-177.5	7.3	4.5	11.8	4,780	340	2,350	7,470
South Unit, Crooked Creek-Flight Strip	I.O.N. FAP 87	81.2-85.5	3.3	1.0	4.3	1,480	60	430	1,970
S. Unit, Pikes Ranch-Valley Falls	Lakeview-Burns FAP 49	81.4-90.0	4.6	3.9	8.5	2,570	180	1,200	3,950

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

PROPOSED FEDERAL LANDS HIGHWAY PROJECT
BEEDE RESERVOIR-DRINKWATER PASS
CENTRAL OREGON HIGHWAY
HARNEY COUNTY



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United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

September 11, 1981

Mr. H. Scott Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Copy [illegible]

Dear Scott:

It was a pleasure meeting with you to discuss the various bridge and highway projects you have been working on in Oregon.

I have enclosed a statement made by Senator Packwood in the Congressional Record when he introduced the legislation authorizing the feasibility study for the Coos Bay railroad bridge. I have also enclosed the Public Law in which the bill was included. It is located in Title III, Sec. 301 and 302. I hope this will be of assistance to you.

I will be in touch with you further regarding any Committee Report language concerning the Beede Reservoir Drinkwater Pass.

Kind regards.

Sincerely,

Susan

Susan Long
Professional Staff Member
Senate Appropriations Committee

Enclosure

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tion which was issued in November 1978, the company has invested $1.5 million in the *Delta Queen*. Major projects have included new wiring, boiler retubing, hull replating, deck replacement, sewage treatment plant installation, and interior refurbishment. All life jacket stations have been redone and all fire safety equipment is maintained to meet quarterly inspection specifications by the U.S. Coast Guard.

Importantly, the vessel passed a close inspection by the Secret Service in preparation for President Carter's 7-day voyage in August 1979. Future maintenance plans call for continued mechanical repair such as overhauling the port engine, continued deck replacement and, in the next dry docking, steel hull replacement as warranted. All of this is in addition to regular fire system maintenance for the quarterly inspection.

Moreover, DQSC maintains and operates the last two overnight steamboats in America. The company operates under an American flag and is therefore only one of two major U.S. flag passenger shipping companies in operation today, and the only one in operation on the inland waterways.

The company employs 275 people, 220 of whom are members of the Seafarers International Union and the Marine Engineers Beneficial Association. The boats provide a unique American vacation traveling through 14 States while plying the waters of the Mississippi and Ohio Rivers. The steamboats attract many foreign visitors to vacation in America.

The PRESIDING OFFICER. The question is on agreeing to the amendment.

The amendment (UP No. 1851) was agreed to.

UP AMENDMENT 1852

(Purpose: To authorize the Secretary of Transportation to conduct a feasibility study of constructing a drawbridge across Coos Bay, Oregon)

Mr. MATHIAS. Mr. President, I send an amendment to the desk on behalf of Mr. Packwood and ask that it be considered.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read as follows:

The Senator from Maryland (Mr. Mathias) on behalf of Mr. Packwood proposes an unprinted amendment numbered 1852:

At the end of the amendment in the nature of a substitute, add the following new section:

Sec. 302. There is authorized to be appropriated to the Secretary of Transportation $500.000 for fiscal year 1981 to conduct a study of the feasibility of constructing a new two track railroad drawbridge across Coos Bay, Oregon which would replace the existing Southern Pacific Railroad drawbridge located at mile 9.0 and would have a clear navigational opening of 400 feet or such lesser clearance as the Secretary may determine to be reasonable. Such study shall include an analysis of any modifications to the Coos Bay City Airport that would be required to permit construction of a new railroad drawbridge.

● Mr. PACKWOOD. Mr. President, this amendment provides for a study of the feasibility of building a two-track railroad drawbridge across Coos Bay, Oreg., There is increasing evidence that the existing drawbridge at mile 9.0 which is owned and operated by Southern Pacific Railroad is an impediment to the full utilization of the deep draft channel.

Since the depth of the channel has recently been increased by the Army Corps of Engineers to accommodate deeper draft vessels, it is now apparent that if the Port of Coos Bay, Oreg. is to reach its full potential as a regional, national, and international port, that a new bridge, designed to accommodate these larger vessels, is essential.

However, before the Congress is asked to commit the millions of dollars necessary to actually build a new bridge, I believe the wiser course is to determine the best type of bridge for the area and the optimum location. The preliminary indications are that the construction of a new drawbridge of appropriate height will impair the utilization of the runway 4–22 at the Coos Bay City Airport. This problem magnifies the need for a thorough examination of all aspects of the project prior to authorization of construction funds. The $500,000 will go to the Department of Transportation where it is anticipated that the Secretary of that Department will seek the assistance of the U.S. Coast Guard, the Federal Aviation Administration, and the Federal Railroad Administration.

I trust that this study will be completed as soon as possible, in order that we can proceed with acts of construction of a new bridge. It is my understanding that the study will entail hearings in the Coos Bay area and that the public and private sector will be given a full opportunity for input in the study process.●

The PRESIDING OFFICER. The question is on agreeing to the amendment.

The amendment (UP No. 1852) was agreed to.

UP AMENDMENT 1853

(Purpose: To authorize the transfer of a vessel by the Secretary of Commerce to the Superior-Douglas County Museum for use as a maritime museum)

Mr. ROBERT C. BYRD. Mr. President, I send an amendment to the desk on behalf of Mr. Inouye and ask that it be considered.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read as follows:

The Senator from West Virginia (Mr. Robert C. Byrd), on behalf of Mr. Inouye, proposes an unprinted amendment numbered 1853:

At the end of the amendment in the nature of a substitute, add the following new section:

Sec. 303. Notwithstanding the provisions of title V, Merchant Marine Act of 1936 and section 11, Merchant Ship Sales Act of 1946, the Secretary of Commerce is hereby authorized to transfer, without reimbursement, the title and ownership of V4–M–A1 ocean tug Scotch Cap to the Superior-Douglas County Museum in Superior, Wisconsin, for use as a maritime museum. The vessel shall be delivered to the museum at the place where the vessel is located on the effective date of this Act, in its present condition, without cost to the United States. While the vessel is owned by the Superior-Douglas County Museum it shall be used solely as a maritime museum, and such vessel shall not be used for operation or transportation purposes of any nature whatsoever. In the event that the United States should have need for the vessel, the Suprerior-Douglas County Museum, on request of the Secretary of Commerce shall make the vessel available to the United States without cost. In the event the Superior-Douglas County Museum no longer requires the vessel for the purposes of this Act, such vessel shall be conveyed back to the United States in as good condition as when received, except for ordinary wear and tear, to be delivered by the Superior-Douglas County Museum to the point of original delivery without any cost to the United States.

● Mr. INOUYE. Mr. President, this amendment waives the provisions of title V. Merchant Marine Act of 1936 and section II, Merchant Ship Sales Act of 1946, to authorize the Secretary of Commerce to transfer, without reimbursement, the title and ownership of the V4–M–A1 ocean tug *Scotch Cap* to the Superior-Douglas County Museum in Superior, Wis., for use as a maritime museum.

The transfer of the vessel in its present condition would be made without cost to the U.S. Government. While the vessel is owned by that institution, it may be used only as a maritime museum and may not be utilized for any transportation purposes. In the event that the United States should have need for the vessel, the museum, on request of the Secretary of Commerce, must make it available to the United States without cost. In the event that the Superior-Douglas Museum no longer requires the vessel as a maritime museum, it shall be conveyed back to the United States to the point of original delivery without any cost to the United States.

The *Scotch Cap* is one of 47 V4–M–A1 type tugs designed and built for the U.S. Maritime Commission under the Merchant Marine Act of 1936. It was built in 1943 at Superior, Wis., and has been laid up in the Reserve Fleet at Beaumont, Tex., since March 23, 1956.

This legislation would enable the *Scotch Cap* to be used in a worthwhile venture without placing it in competition with private commercial operators. It would also keep it available for national defense purposes should it be necessary to reactivate these vessels.

The text of this bill was introduced by Senator Proxmire on July 9, 1979, and was subsequently referred to the Committee on Commerce, Science, and Transportation.

The committee has requested the views of all relevant agencies, and in each case there has been no objection to the legislation. The agencies commenting were the Department of Commerce, Department of the Navy in behalf of the Department of Defense, and the Department of Transportaton. In addition, the bill has received the support of the Transportation Institute.

I ask that their comments be printed in the Record at this point.

There being no objection, the material was ordered to be printed in the Record, as follows:

Department of the Navy,
Washington, D.C., October 17, 1979.

Hon. Howard W. Cannon,
Chairman, Commerce, Science, and Transportation Committee, U.S. Senate, Washington, D.C.

Dear Mr. Chairman: Your request for comments on S. 1448, a bill "To authorize the transfer of a vessel by the Secretary of

7451

7

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558

TO: MEMO TO THE FILE

DATE: July 22, 1981

FROM: D. N. Stoudenmeyer
D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

STATUS REPORT

Mr. Coulter's July 10, 1981 letter to FHWA has requested that the $1.5 million allocated in 1980 for the subject project be reinstated. The following is the status of the project:

PLANS:	Preliminaried, updated, and Stockpiled.
MATERIAL SOURCES:	2 prospective sources shown on plans. DOGMI needs filing and will take no time. Region needs to file 60 days before access to sources.
RIGHT OF WAY:	Right of Way has descriptions for 8 files of private owners. Authorization to purchase was received in March 16, 1981. The properties have been appraised, reviewed and are being negotiated at this time. It will take approximately 5 months to acquire. The BLM land required will be clear within the 5 month period.
ENVIRONMENTAL:	Declared non-major action in 1978. Cultural is clear and noise will be clear by August 1, 1981.
AGREEMENT:	None Necessary.
SPECIFICATIONS:	Can be ready for September letting.

DNS:rlr

cc: Klaboe
Hunter
Moehring
Terpin
J. Boyd
Potter
Denis Miller

1 Versteeg ✓
Anderson
2 Christensen
Olson
4 Sullivan
Terpin
3 Trout
Wakerlig

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JUL 2 1981
ROAD DESIGN SECTION

Do Not
Return To
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Action

Contains Recycled Materials
81-125-1387

SP*75683-125

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1981

In Reply Refer to
File No. PRO 6

1 Versteeg
Anderson
2 Christensen tw
3 Olson
Sullivan
4 Terpin
Trout
Wakerlig

RECEIVED
NOTED
E. S. HUNTER
JUL 14 1981
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ___/___
Action

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

On August 18, 1980 I made a request for FY 1981 Public Lands funds for two projects. Our first priority project was Beede Reservoir-Drinkwater Pass on the Central Oregon Highway. That request required $3.5 million in FLH funds. Your November 4, 1980 letter confirmed allocation of $1.5 million for this project.

Since this project does not lend itself to being shortened, we requested the transfer of the allocated funds to our second priority project, Crooked Creek-Flight Strip on the ION Highway. Your January 16, 1981 letter approved that request.

On July 2, 1981 we renewed our request for FLH funds for the same two jobs requested in 1980. The Beede Reservoir project is still our No. 1 priority. Because of this, we request your approval to return the $1.5 million allocated in 1980 to the Beede Reservoir-Drinkwater Pass job. We are prepared to proceed with the construction of this project in FY 1982 if we receive a reasonable additional allocation of FLH funds which would be combined with Primary and State funds to construct this sorely needed project.

DES:pf

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO
FOR

Info	Inves	R&D	D&R	Sign	Act	File

PC Versteeg,
Turpin
Be ready with Beede job. The money may come.
Ed
[illegible] 7/14/81

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

RECEIVED
DOT DIRECTOR
JUL 6 '81
REFER TO
Ron Linton
FOR
Info ✓ | Invest | R/D | D/R | Sign | Act | File

In Reply Refer to File No.: ACC 9

copy mailed 7-7

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of June 12, (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).

2. South Unit, Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the Junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

1. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH-4(-); U.S. Route 20; FAP Route 21:

   A. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      (1) The roadbed is generally 23 feet wide.

      (2) The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

F. B. KLABOE

(3) Shoulders are gravel and average 1 1/2 feet in width.

(4) Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

(5) On this section of highway during the years 1978 and 1979, there were six reported accidents. In 1978, there was one parking and one miscellaneous accident with no resulting injuries. The Average Daily Traffic for 1978 was 960 vehicles per day resulting in an accident rate of 0.48. In 1979, there were two non-collision, one fixed object and one miscellaneous accident. Two of the accidents resulted in three injuries. The Average Daily Traffic for 1979 was 880 vehicles per day resulting in an accident rate of 1.05. The 1979 comparable statewide rate for similar highways was 1.59.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway with climbing lane will provide adequate capacity for foreseeable future growth.

B. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width -- 36 feet
Pavement width --------------------------------------- 24 feet
Paved Shoulders -------------------------------------- 6 feet
Cement Treated Base ---------------------------------- 12 inches
Leveling Course (A.C. over old pavement) ---------- 1 1/2 inches
Asphaltic concrete wearing surface ---------------- 3 1/2 inches

The Base Design has been modified from the design use on project F-FLH-4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH-4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

C. Additional information as indicated below provides justification for the proposed improvements:

(1) This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-84 at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

(2) Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

(3) This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock, feed, machinery, and miscellaneous supplies.

(4) This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

(5) The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 900 vehicles (DHV of 105) for this section.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

(7) Approximately 60% of the project is through land owned by U.S. Government administered by Bureau of Land Management.

2. South Unit, Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-); US Route 95; FAP Route 87:

A. The existing facility is substandard in width and has excessive surface instability throughout:

(1) The existing roadbed is generally 28 feet wide.

(2) The travelway is 24 feet of bituminous surface, 3 inches in depth on a 5-inch rock base.

(3) Gravel shoulders are generally 2 feet wide.

(4) The existing average daily traffic is 850 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

(5) During the years of 1978 and 1979, there were two accidents on this section of highway. Both accidents were a fixed-object type and resulted in two injuries. The accidents listed both occurred in 1978. Average Daily Traffic for 1978 was 851 vehicles per day resulting in an accident rate of 1.50. The 1978 comparable statewide rate for similar highways was 2.14.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway will provide adequate capacity for foreseeable future growth.

B. The section under consideration extends from M.P. 81.2 southerly 4.3 miles to M.P. 85.5 which is 35.9 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width	32 feet
Pavement width	24 feet
Shoulders (paved) width	4 feet
Aggregate Base	15 1/2 inches
Leveling Course	2 inches
Wearing Course	3 1/2 inches A.C.
Future Stage	1 1/2 inches A.C.

The north end of the project is adjacent to project F-87(1) and is compatible with that section. The south end is compatible with project FLH-3(20).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

C. The following information is furnished in justification of the proposed improvement.

(1) The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

(2) The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

(3) The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

(4) This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

(5) The present traffic justifies improvements to the standards proposed.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

(7) Approximately 75% of this project is through land owned by U.S. Government administered by Bureau of Land Management.

Four copies each of two sketch maps are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

	LENGTH			IN THOUSANDS OF DOLLARS			
SECTION	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 21 M.P. 165.7 - M.P. 177.5	7.3	4.5	11.8	$4,780	$340	$2,350	$7,470
South Unit, Crooked Creek- Flight Strip, I.O.N. Highway, FAP 87, M.P. 81.2-M.P. 85.5	3.3	1.0	4.3	1,480	60	430	1,970
TOTAL				$6,260	$400	$2,780	$9,440

We anticipate that these two projects can be advertised for contracting as soon as funding is available. The location work is complete. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:pf
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

			LENGTH			FUNDS (1,000)			
SECTION	HIGHWAY	M.P. to M.P.	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Reservoir-Drinkwater Pass	Central Oregon, FAP 2	165.7-177.5	7.3	4.5	11.8	4,780	340	2,350	7,470
South Unit, Crooked Creek-Flight Strip	I.O.N. FAP 87	81.2-85.5	3.3	1.0	4.3	1,480	60	430	1,970
S. Unit, Pikes Ranch-Valley Falls	Lakeview-Burns FAP 49	81.4-90.0	4.6	3.9	8.5	2,570	180	1,200	3,950

9457

4

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-21-4(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Harney

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10123

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/16/81

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 7

10. GENERAL LOCATION:
Beede Reservoir - Drinkwater Pass Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/6/81 you are now authorized to proceed with the actual acquisition of Files 51809 through 51806 as shown on R/W maps 5B-3-14 and 5B-6-18 at a TEC of $11,500 Federal Funds $10,140.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
Moehring
FOR

14. DATE
3/16/81

15. SIGNATURE OF APPROVING OFFICIAL
Hassner

16. TITLE
Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 6, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10123
Project No. F-21-4(5)
Beede Reservoir-Drinkwater Pass Section
Harney County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way maps 5B-3-14 and 5B-6-18 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right of way acquisition at an estimated total cost of $11,500 with an obligation of $10,140 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way maps and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

1457 Form FHWA 121 (1/80)

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Transfer of Public Lands Highway Funds

Date: January 16, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR/710.16

copy [illegible]

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Your request to transfer $1.5 million in Public Lands funds allocated for the Beade Reservoir - Drinkwater Pass project to the Crooked Creek - Flight Strip project has been approved.

G. Green

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 19 '81
REFER TO. [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

Orig to

November 14, 1980

LOC 6

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Allocation of Public Lands
Highway Funds, FY 1981 - Oregon
Your File HAM-OR/710.16

On November 4, 1980 you notified us of the approval of Forest Lands Highway funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project. The recent exchange of letters has indicated our need for additional FLH funding to address the subject project. You have responded that additional FLH funding is not available.

Our judgment has not changed since last year and we still feel strongly that this project needs to be constructed in its entirety as one job, and we prefer to wait for future funding rather than segmenting the project at this time. Two other factors support this request, such as the 80% limitation on Federal-aid obligation and the State's declining revenue, both of which foreclose the option of funding the entire Beede Reservoir-Drinkwater Pass project.

Therefore, we are requesting that the $1,500,000 of FLH funding approved for Beede Reservoir-Drinkwater Pass be transferred to our Number 2 priority (per August 26 application) -- the Crooked Creek-Flight Strip, ION Highway. The project lends itself to shortening to fit the available money. We request approval to use the $1.5 million on the northerly 5.5 miles from Mile Point 75.7 to Mile Point 81.2. Please note that the project beginning mile point has been changed from Mile Point 76.5 to 75.7. This change reflects the corrected south end of construction on Project F-87(1), Burns Junction-Crooked Creek, completed in 1977.

The following is a breakdown of proposed mileage and funding responsibilities:

Length Miles			Fund ($1,000)			
FLH	State	Total	FLH	State	FAP	Total
4.5	1.0	5.5	1,500	50	320	1,870

Your favorable consideration of this request is solicited.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Frank Terpin

GCW:ge/ESH:ja

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 11 #7

TO: FILES

DATE: November 5, 1980

FROM: George C. Wills
George C. Wills
Location Field Engineer

SUBJECT: Beede Reservoir-Drinkwater Pass
Central Oregon Highway
Harney County

NOTED
E. S. HUNTER

Grant for funding of subject project is limited to $1,500,000 of FLH funds. Projected total federal funds to construct project is $3,500,000. Our plea for this later funding has been denied.

The limited funding situation would imply that available funding should be applied to a reconstruction of as many miles as possible. Therefore, it is recommended that the project typical section be reduced in width from 36 feet (12's and 6's) to 32 feet (12's and 4's) and the proposed climbing lane on east end of project (M.P. 175.2 - 177.5) be eliminated. A letter justifying both actions should be forwarded to FHWA.

Since pavement structure on section from M.P. 176.2 to 177.5 is in very good condition, this segment should be eliminated from consideration for reconstruction at this time. (application requested climbing lane on this segment)

Other federal funds and State funds are also very limited; therefore, the project selected for FLH funding should use minimum of "other" funding. Prorating the total cost of the project would indicate that the segment from M.P. 170.8 to M.P. 176.2 would best respond to the situation and would require about $800,000 of "other" money to complement the $1,500,000 FLH money for a project total of $2,300,000±. Adjustment of project length to meet the $1,500,000 FLH funds should be made on the westerly end of the project M.P. 170.8±.

Region Engineer W. E. Schwartz has indicated that the existing pavement on the westerly end of the section has been more vulnerable to failure in the past and would therefore prefer to reconstruct a segment from M.P. 165.7 to 171.9± (32 feet side) which would cost an additional $500,000 of "other" funds for a total project cost of $2,800,000. (FLH $1,500,000 + "other" $1,300,000). If the additional $500,000 of other fund could be made available, the westerly project would be more effective in reducing maintenance costs.

RECEIVED
TECHNICAL SERVICES
NOV 7'80
REFER TO
FOR
Info | Inves | R/D | D/H | Sign | Act | File

cc E. S. Hunter w/att
F. E. Terpin "
W. E. Schwartz "
D. E. Swan "

Contains Recycled

(143)

4

LOC 11

October 16, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Beede Reservoir-Drinkwater Pass
FLH Funding Request

The Beede Reservoir-Drinkwater Pass project has been proposed for funding with FLH money. Our most recent submittal was August 26, 1980, and January 16, 1980 (copies attached).

The question has apparently been raised as to whether this project lends itself to a reduction in size or staging. We have reviewed the project, considered its rather isolated location and find that contracting the project as proposed has the following advantages:

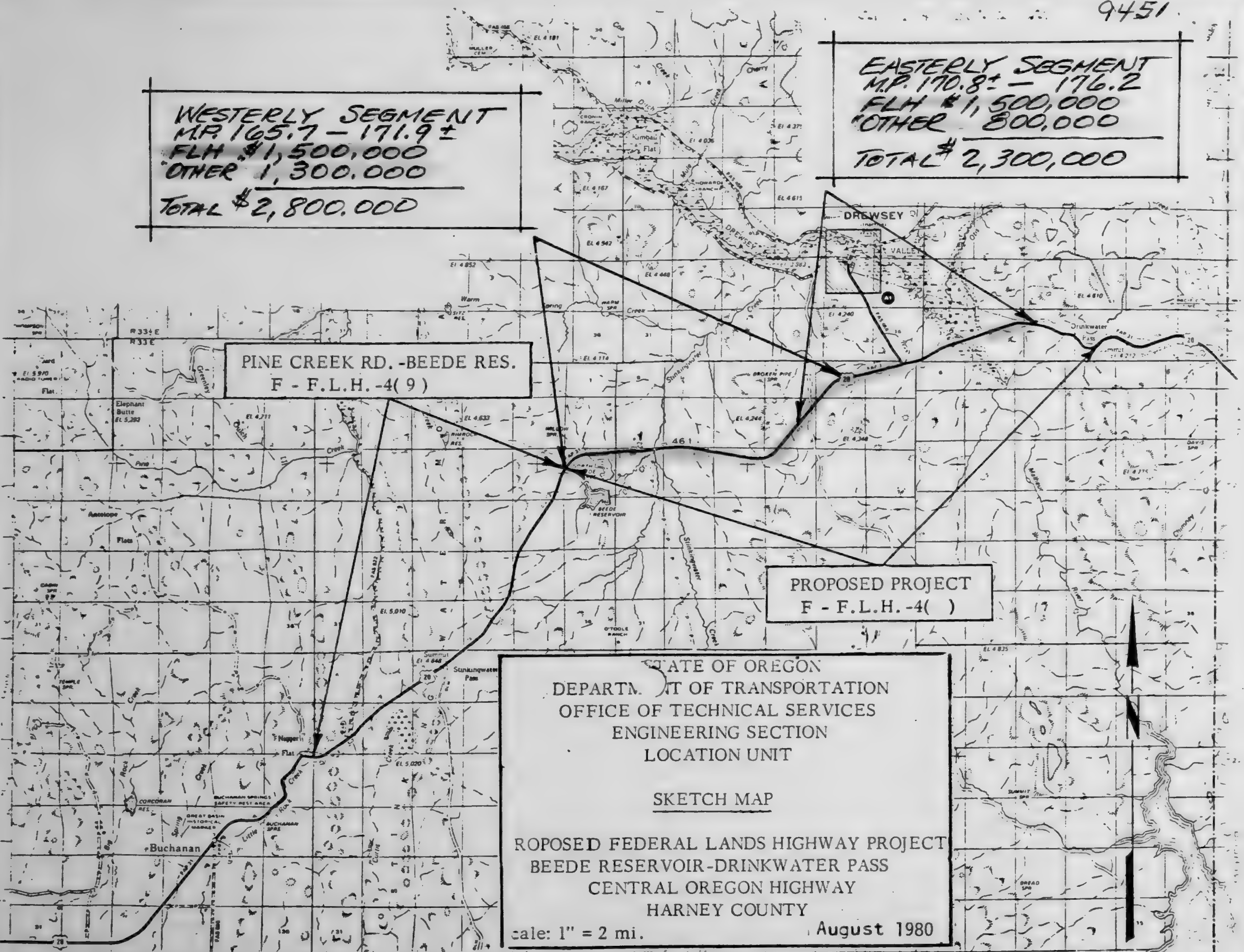
1. A reduction in contractor mobilization costs.
2. A reduction in Highway and FHWA administrative costs.
3. A reduction in preliminary and construction engineering costs.
4. A significant reduction in unit bid prices and total project costs.
5. A reduction in material site, reclamation and permit costs.
6. A reduction to the user in operating costs, vehicle maintenance and some reduction in travel time and improved safety.

The Beede Reservoir-Drinkwater Pass FLH project is a badly needed highway improvement project. It is uneconomical and impractical to consider some type of stage construction or a form of segmental contracting. Therefore, we request the funding necessary to contract the project in its entirety at the earliest possible date. This will assure an adequate facility for the highway user at the least possible cost.

s/LWR

for H. S. Coulter
State Highway Engineer

JHV:ab jh
bc: Ron Linton
D. H. Moehring
E. S. Hunter
Al Lightner



WESTERLY SEGMENT
M.P. 165.7 – 171.9±
FLH $1,500,000
"OTHER 1,300.000
TOTAL $2,800.000

EASTERLY SEGMENT
M.P. 170.8± – 176.2
FLH $1,500,000
"OTHER 800,000
TOTAL $2,300,000

PINE CREEK RD. -BEEDE RES.
F - F.L.H. -4(9)

PROPOSED PROJECT
F - F.L.H. -4( )

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

ROPOSED FEDERAL LANDS HIGHWAY PROJECT
BEEDE RESERVOIR-DRINKWATER PASS
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

cale: 1" = 2 mi.
August 1980

DOCUMENT MISSING

NOT FILMED

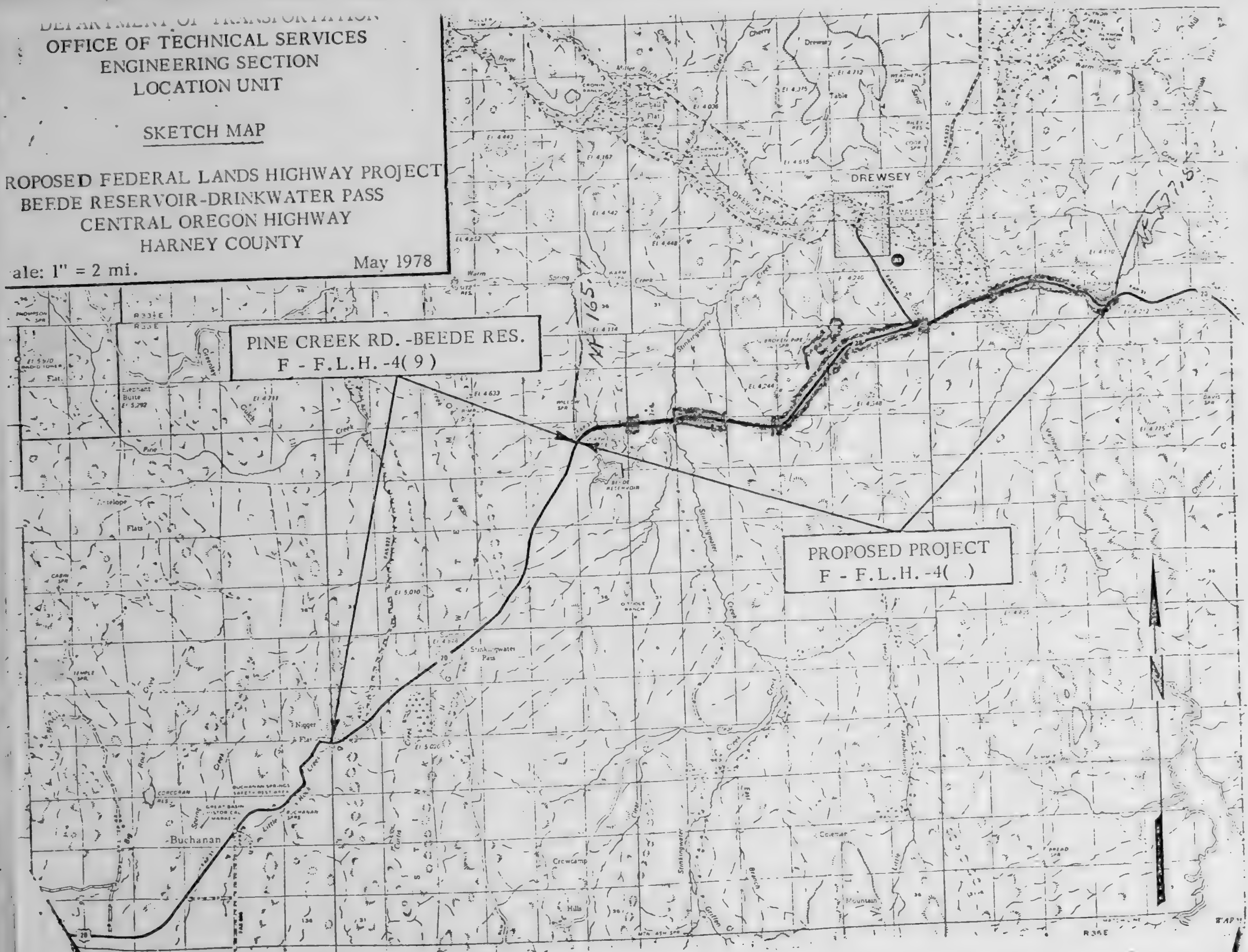
DOCUMENT NUMBER: 9451

DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

ROPOSED FEDERAL LANDS HIGHWAY PROJECT
BEEDE RESERVOIR-DRINKWATER PASS
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

ale: 1" = 2 mi. May 1978



PINE CREEK RD. -BEEDE RES.
F - F.L.H. -4(9)

PROPOSED PROJECT
F - F.L.H. -4( )

MP 165.7

MP 177.5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: ACC 9

REVISED COPY

DATE: August 26, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of August 7 (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects.

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).

2. Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

1. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH 4(-).

   A. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      (1) The roadbed is generally 23-feet wide.

      (2) The travelway consists of 20-foot bituminous surface approximately 2-inches in depth on an 11-inch rock base.

      (3) Shoulders are gravel and average 1-1/2 feet in width.

(4) Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

B. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed Width	36 feet
Pavement Width	24 feet
Paved Shoulders	6 feet
Cement Treated Base	10 inches
Leveling Course (A.C. over old pavement)	1 inch
Asphaltic Concrete Wearing Surface	3½ inches

The Base Design has been modified from the design used on project F-FLH 4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH 4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

C. Additional information as indicated below provides justification for the proposed improvements.

(1) This section is on a main route, US20, extending from Newport on the Oregon Coast easterly to connect with I-80N at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

(2) Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

(3) This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock feed, machinery, and miscellaneous supplies.

(4) This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

(5) The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 700 vehicles (DHV of 105) for this section.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

2. Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-).

A. The existing facility is substandard in width and has excessive surface instability throughout.

(1) The existing roadbed is generally 28-feet wide.

(2) The travelway is 24-feet of bituminous surface, 3-inches in depth on a 5-inch rock base.

(3) Gravel shoulders are generally 2-feet wide.

(4) The existing average daily traffic is 700 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

B. The section under consideration extends from M.P. 76.5 southerly 9.3 miles to M.P. 85.8 which is 35.6 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed Width	32 feet
Pavement Width	24 feet
Shoulders (paved) Width	4 feet
Aggregate Base	17 inches
Leveling Course	2 inches A.C.
Wearing Course	4 inches A.C.
Future Stage	2 inches A.C.

The north end of the project is adjacent to project FLH 3(16) and is compatible with that section. The south end is compatible with project FLH 3(19).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

C. The following information is furnished in justification of the proposed improvement.

(1) The section is on a main route, US95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

(2) The continuity, which this section gives to the highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

(3) The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

(4) This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

(5) The present traffic justifies improvements to the standards proposed.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

Four copies of a sketch map are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows.

Section	Length FLH	Length State	Length Total	In Thousands of Dollars FLH	In Thousands of Dollars State	In Thousands of Dollars FAP	In Thousands of Dollars Total
Beede Res.-Drinkwater Pass, Central Oregon Hwy., FAP 2 M.P. 165.7-M.P. 117.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430
Crooked Cr.-Flight Strip I.O.N. Highway, FAP 87 M.P. 76.5-85.8	7.8	1.5	9.3	2,850	80	460	3,390
TOTAL				$6,350	$310	$2,160	$8,820

We anticipate that these two projects can be advertised for contracting between January 1981 and June 1981. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitute extension of previously constructed Federal Land Highway funded jobs.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

Attachments

DES:bke jh
bc: F. B. Klaboe
D. H. Moehring
E. S. Hunter
Gary Potter
F. E. Terpin

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

LOC 11

January 16, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Allocation of Public Lands Highway
Funds FY 1980 - Oregon
Your File HAM.OR/710.16

On August 16, 1979 we submitted a request for Public Lands Highway Funds for two projects -- the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, and the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway. By memorandum dated November 27, 1979 you advised us that we had been granted funding in the amount of one and one-half million dollars for the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway (FAP 2).

A description of the project and our request for funding is as follows:

	Length			In Thousands of Dollars			
Section	FLH	State	Total	FLH	State	FAP	Total
Beede Res.-Drinkwater Pass Central Oregon Hwy., FAP 2 M.P. 165.7-M.P. 177.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430

A copy of the August 16, 1979 submittal to your office is attached.

The purpose of this letter is to request that you use whatever means are available for obtaining additional FLH funds in the amount of two million dollars in order that we may complete the entire project as proposed.

We have examined the location survey and determined that approximately half of the project can be improved with the funds allocated. Although this would represent a substantial improvement, it does not appear to us to be in the public interest to proceed with half a project, thereby leaving an unfinished gap with no assurance that funding will be forthcoming in the future. As you know, funding from other sources is not a viable alternative, in that all of our Primary and State funds are allocated to other projects.

The Oregon Transportation Commission has maintained the practice of expending its FLH allocation for improving highways that are bordered by public lands administered by the Bureau of Land Management, thus returning the benefit of those improvements to the highway user through areas of public lands. We therefore respectfully request that a total of three and one-half million dollars Public Lands Highway Funds be allotted to the State of Oregon for construction of the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, FAP 2.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

Attachment

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
J. H. Versteeg
Gary Potter
Frank Terpin

9451

8-22-80

2.

Section		Length		In thousands of dollars			
	FLH	State	Total	FLH	State	FAP	Total
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 2 M.P. 165.7 - M.P. 117.5	7.3	4.5	11.8	3,500	$ 230	$1,700	$5,430
Crooked Creek-Flight Strip I.O.N. Highway, FAP 87 M.P. 76.5 - 85.8	7.8	1.5	9.3	2,850	80	460	3,390
TOTAL				$6,350	$ 310	$2,160	$8,820

We anticipate that these two projects can be advertised for contracting between January 1981 and June 1981. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:bke
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

RECEIVED
DOT DIRECTOR
AUG 22 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL FILES

August 18, 1980

ACC 9

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of August 7, (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).
2. Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the Junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

I. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH 4(-):

   1. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      a. The roadbed is generally 23 feet wide.

      b. The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

      c. Shoulders are gravel and average 1 1/2 feet in width.

d. Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

2. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width	36 feet
Pavement width	24 feet
Paved Shoulders	6 feet
Cement Treated Base	10 inches
Leveling Course (A.C. over old pavement)	1 inch
Asphaltic concrete wearing surface	3 1/2 inches

The Base Design has been modified from the design used on project F-FLH 4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH 4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

3. Additional information as indicated below provides justification for the proposed improvements:

   a. This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-80N at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

   b. Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

   c. This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock feed, machinery, and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

e. The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 700 vehicles (DHV of 105) for this section.

f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

II. Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-):

1. The existing facility is substandard in width and has excessive surface instability throughout:

   a. The existing roadbed is generally 28 feet wide.

   b. The travelway is 24 feet of bituminous surface, 3 inches in depth on a 5-inch rock base.

   c. Gravel shoulders are generally 2 feet wide.

   d. The existing average daily traffic is 700 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

2. The section under consideration extends from M.P. 76.5 southerly 9.3 miles to M.P. 85.8 which is 35.6 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width	32 feet
Pavement width	24 feet
Shoulders (paved) width	4 feet
Aggregate Base	17 inches
Leveling Course	2 inches A.C.
Wearing Course	4 inches A.C.
Future Stage	2 inches A.C.

The north end of the project is adjacent to project FLH 3(16) and is compatible with that section. The south end is compatible with project FLH 3(19).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement.

   a. The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

   b. The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

   c. The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

   d. This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

   e. The present traffic justifies improvements to the standards proposed.

   f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

Four copies of a sketch map are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the neccessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

	Length			In thousands of dollars			
Section	FLH	State	Total	FLH	State	FAP	Total
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 2 M.P. 165.7 - M.P. 117.5	7.3	4.5	11.8	$3,500	$ 230	$1,700	$5,430
Crooked Creek-Flightstrip I.O.N. Highway, FAP 87 M.P. 76.5 - 85.8	7.8	1.5	9.3	2,850	80	460	3,390
TOTAL				$6,350	$ 310	$2,160	$8,820

We anticipate that these two projects can be advertised for contracting between January 1981 and June 1981. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

Oregon has current FLH funded projects; Jackson Cr.-Hot Springs Rd. & Fossil Cr.-Bone Cr., which should be completed this month. Funds from these projects were from Fiscal 1979. We request that we be allowed to use the unobligated funds, including any from our current projects to help offset the effect of inflation on our proposed projects.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

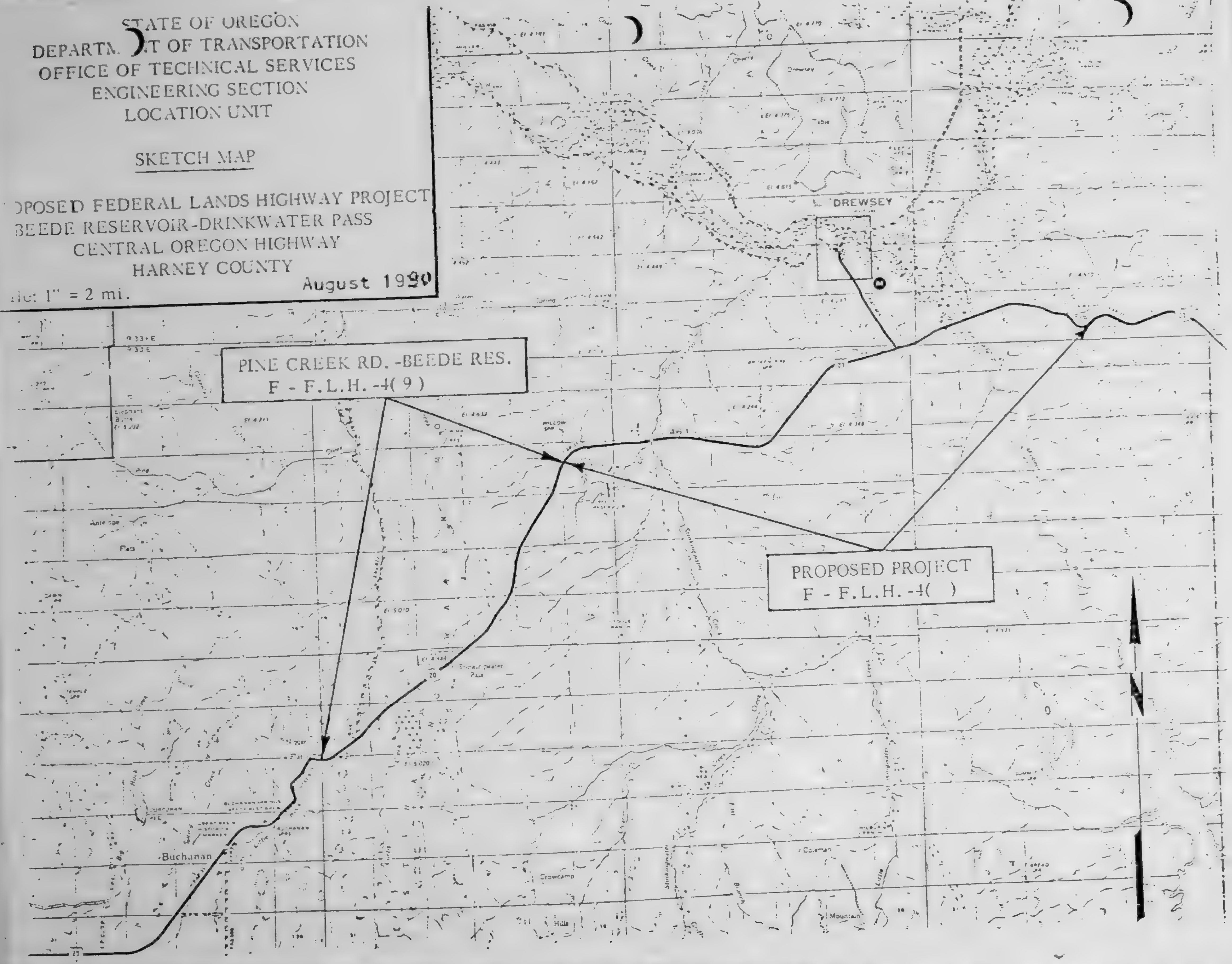
DES:bke
Attachments

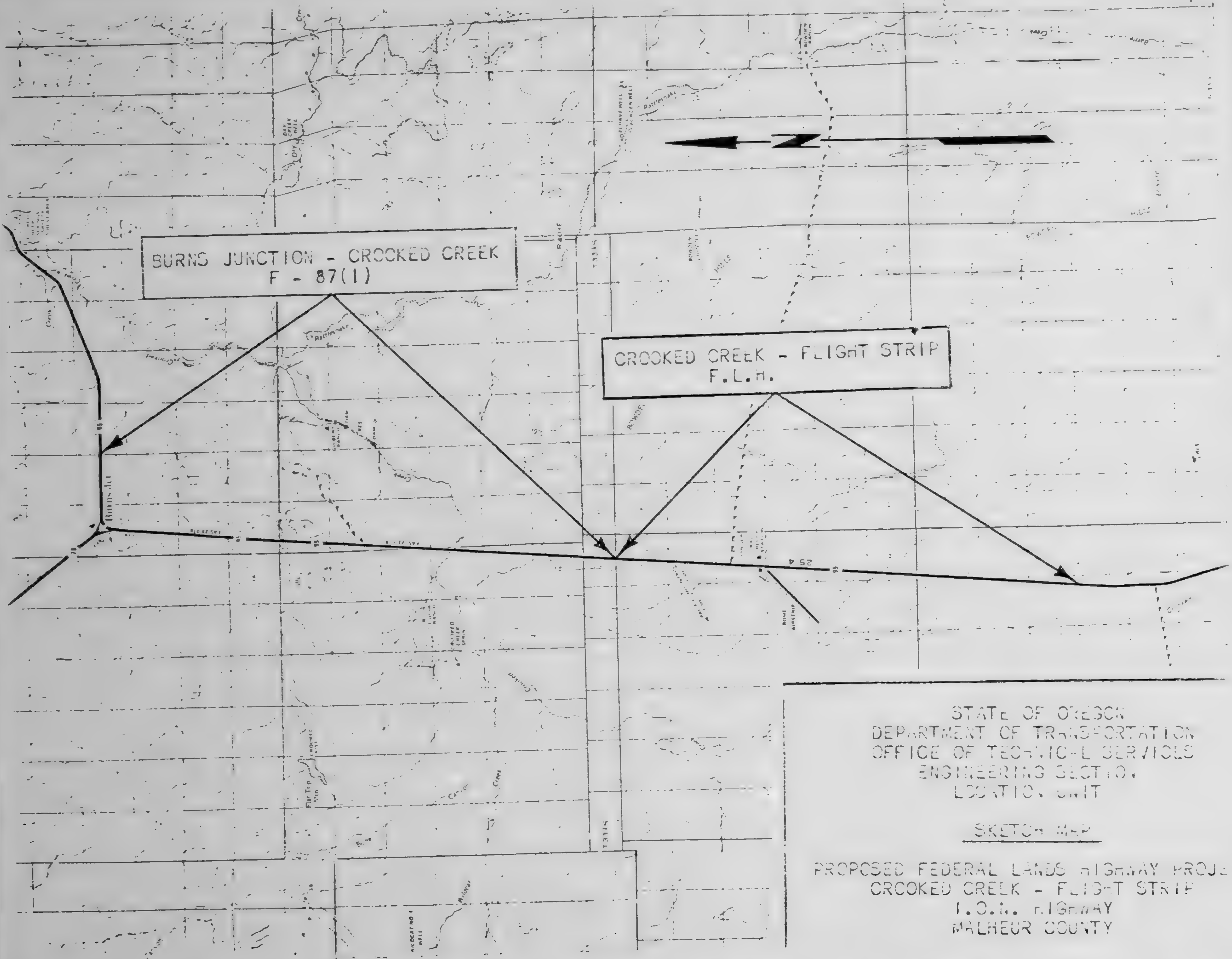
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
Gary Potter
F. E. Terpin

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

OPOSED FEDERAL LANDS HIGHWAY PROJECT
BEEDE RESERVOIR-DRINKWATER PASS
CENTRAL OREGON HIGHWAY
HARNEY COUNTY
August 1990
ale: 1" = 2 mi.





STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

PROPOSED FEDERAL LANDS HIGHWAY PROJ
CROOKED CREEK - FLIGHT STRIP
I.O.N. HIGHWAY
MALHEUR COUNTY

9451

7

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: [illegible] ~~July 30, 1980~~

MAI
Bridges
1961A
1962A

FROM: Jerald E. Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT: Stinkingwater Creek Bridge, 1961A
Middle Fork Malheur River Bridge, 1962A
Beede Res.-Drinkwater Pass Section
Central Oregon Highway
Harney County

The subject structures in the Beede Reservoir-Drinkwater Pass Section should be stripped of existing A.C. wearing surface and overlayed with a 1/2" asphalt membrane and 1 1/2" (minimum) new A.C. wearing surface.

JEB:dh

cc W. E. Schwartz
George Hopkins
Jack Sullivan

8-1-80 [illegible] taper [illegible] 1½ A.C. [illegible]

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ROAD DESIGN SECTION

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Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: Frank Terpin
Location Engineer

DATE July 29, 1980

FROM: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

SUBJECT: Beede Reservoir-Drinkwater Pass Section
Central Oregon Highway
Harney County

NO
E. S. HU

The subject project (11.7 miles long) consists of an overlay and widening to obtain a 36-foot section plus a climbing lane on the east end. It is estimated to cost $4.5 million to construct. This was previously programmed for FLH funds.

This estimate does not include two cattle passes previously proposed which cannot be justified on the basis of infrequency of use.

If the project is to be constructed, the above amount should be applied for.

DNS:ja

cc E. S. Hunter
D. H. Moehring
Don Stoudenmeyer

RECEIVED
TECHNICAL SERVICES
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

9451

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1980

ACC 9

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D. C. 20515

Dear Bob:

This may be of interest to you. There won't be any problem getting the transfer, so no action on your part is necessary.

Sincerely,

F. B. Klaboe
Director

FBK:fn

Enclosure

bc H. S. Coulter

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

2-26

TECHNICAL SERVICES BRANCH PRO 6-3

Frank Terpin
Location Engineer

February 20, 1980

From:

E. S. Hunter
Asst. State Highway Engineer

Subject:

Allocation of Public Lands
Highway Funds FY 1980 - Oregon

#9235

Attached is a copy of a letter from Glen Green authorizing the transfer of $1.5 million from the Beede Reservoir-Drinkwater Pass project (US 20) to the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway and the Fossil Creek-Bone Creek Section of the John Day Highway.

I understand that both projects are in the Location office.

Please quickly review both projects and send them to the Design Section. I would like to have these under contract as early this spring as possible in order to take advantage of this year's construction season. This means that we should start any right-of-way negoiation immediately in order to clear the projects.

ESH:ja

Attach.

cc/enc. J. H. Versteeg
Duane Christensen
J. B. Boyd
Pat Schwartz

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION -SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Allocation of Public Lands Highway Funds FY 1980 - Oregon

Date: February 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Your letter of January 29, 1980, signed by Mr. L. W. Rulien, requested approval to reallocate FY 1980 FLH funds in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project, U. S. 20 in Harney County, to alternative projects,

Based on the data submitted in your letter, reallocation of the FY 1980 FLH funds in the amount of $1,500,000 is approved for the following projects:

Jackson Creek-Hot Springs Road Section of the I.O.N. Highway - estimated cost: $994,000.

Fossil Creek-Bone Creek Section of the John Day Highway - estimated cost: $440,000.

Funds for the projects should be placed under contract as promptly as possible. The funding for physical construction which is not advanced by the end of FY 1981 is subject to withdrawal.

G. L. Green

cc:
Region 10 (HEX-010) w/app and Coulter ltr (1-29-80)

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REFER TO
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cc Hunter
proceed on this basis
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 29, 1980

In Reply Refer to File No.: ACC 9

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Allocation of Public Lands Highway Funds
FY 1980 - Oregon
Your File: HAM OR/710.16

On November 27, 1979, you notified us of the approval of FLH Funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass Project. We have since determined that this amount is not sufficient to provide for construction of the project for which we applied. We feel very strongly that this project needs to be constructed in its entirety as one job and we prefer to wait for future funding.

Your January 22, 1980, letter indicated there are no additional FLH Funds to allow this. Therefore, we request that the $1.5 million approved for Oregon be reallocated to provide funding to alternative projects of nearly equal priority. These projects are the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway, and the Fossil Creek-Bone Creek Section of the John Day Highway. Corrected estimates of the cost of these two projects are $994,000 and $440,000, respectively, in FLH Funds. These two projects were the subject of our 1977 application for Public Lands Highway Funds. A copy of that part of the 1977 application that concerns these two projects, with estimates corrected, is attached. The Jackson Creek-Hot Springs Road is the northerly portion of the Jackson Creek-McDermitt project which you approved for FLH Funds in 1977. The design of these two projects has been advanced and they can be brought to construction this year.

Your favorable consideration of this request is solicited.

9451 4

Form FHWA 121 (6/79)

NOTED
H. S. COULTER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Allocation of Public Lands Highway Funds FY 1980 - Oregon

Date: January 22, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. E. S. Hunter's letter of January 16, 1980 requested our assistance in obtaining additional Public Lands Highway (FLH) funds for the Beede Reservoir - Drinkwater Pass Section of the Central Oregon Highway.

We have been advised by our Washington, D. C. headquarters office that additional FLH funds are not available to permit exceeding the approved amount of $1,500,000.

We concur with Mr. Hunter that it would be much more desirable to complete the entire project as originally proposed. However, as stated above, an increase in FLH funding is not possible at this time.

for G. L. Green

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Send cc Lifton Hunter Mosking R

Beulah Res. – Drinkwater Pass

Scott

You wanted to see a comparison of costs between the job as located and a shortened project which ended at the 1967 project and which did not include the climbing lane.

	Total Cost	Fed Share 3.5	State Share
Located project	$4.5 mill	$3.2 mill	$1.3 mill
Shortened project.	$3.6 "	$2.4 "	$1.2 "

Estimates are attached – please return

Ed.

RECEIVED
STATE HWY ENGR
JAN 22 '60
REFER TO
Scott
FOR

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE without Cattle passes

Sheet ____ of ____ Sheets

ection Beede Reservoir-Drinkwater Pass Unit 448+00 to 625+31.7 Bk. = 0+19.10 Ah to 454+00
ighway Central Oregon County Harney Prefix ____
ength 11.95 Designer Davies Draftsman ____ Date Jan. 3, 1980
igned ____ Title ____

Grading & Drainage	$
Surfacing	$
Extra Work	3,732,378
Total Extra Work	$
TOTAL	$3,732,378
+ 20% Engineering and Contingencies	$ 746,476
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 4,478,854

Say 4,500,000

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date Jan 1980

Section Beede Reservoir-Drinkwater Pass, Central Oreg. Hwy. County Harney
Kind Of Work Grade & Pave Length 11.95M. Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	1		4000
	Mobilization		Lump Sum		8%	276,176
	Temp. Prot. & Dir. of Traffic		Lump Sum		1.5%	51,018
	Temporary Signs		Squ. ft.	570	7^{00}	3990
	Flagman		Hour	2750	24^{50}	67,375
	Pilot Car		Hour	690	35^{00}	24,150
	Clearing & Grubbing		Lump Sum	–	–	20,000
	Remove Structures & Obstructions		Lump Sum	–	–	10,000
	Ditch Excavation		Cu. Yds	295	10^{00}	2950
	General Excavation		Cu. Yds	163,970	2^{50}	409,925
	Trench Excavation		Cu. Yds	145	10^{00}	1,450
	Finish Roadbed & Slopes		Lump Sum	–	–	30,000
	Watering		M-Gal	8240	10^{00}	82,400
	Cement Treated Subgrade		Squ. Yd	127,800	1^{50}	191,700
	Cement in C.T.S.		Ton	4485	110^{00}	493,350
	3/4"-0 Aggregate Base		Ton	30,320	8^{00}	242,560
	Class "B" Asph. Conc.		Ton	61,760	14^{00}	864,640
	Asphalt Cement in Mixture		Ton	4015	187^{00}	750,805
	Asphalt in Tack Coat		Ton	47	250^{00}	11,750
	8" Perf. Drain Pipe		Lin. ft.	110	13^{00}	1,430
	18" Culvert Pipe		Lin. ft.	770	23^{00}	17,710
	24" Culvert Pipe		Lin. ft.	150	35^{00}	5250
	36" Culvert Pipe		Lin. ft.	120	55^{00}	6600
	Guard Rail, Type 2A		Lin. ft.	3675	11^{00}	40,425
	Guard Rail, Type 3		Lin ft.	580	20^{00}	11,600
	Guard Rail Anchors, Type 1		Each	10	350^{00}	3,500

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date

Section
County

Kind Of Work
Length
Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end Pieces, Type "C"		Each	10	160^{00}	1600
	Type 1-G Fence		Lin. ft.	6620	3^{50}	23,170
	Extra for A.C. Approaches		Each	8	250^{00}	2,000
	Delineators		Each	350	25^{00}	8,750
	Roadside Seeding & Mulching		Acre	30	800^{00}	24,000
	Salv. & Reinst. to Type 2A Gd. Rail		Lin. ft.	6513	8^{00}	52,104

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Beede Reservoir - Drinkwater Pass Unit F. L. H. Areas.
Highway Central Oregon County Harney Prefix
Length 8.29 Mi. Designer Davies Draftsman Date Jan. 3, 1980
Signed Title

Grading & Drainage	$
Surfacing	$
Extra Work	2,682,185
Total Extra Work	$
TOTAL	$ 2,682,185
+ 20% Engineering and Contingencies	$ 536,437
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 3,218,622

Say ~~3,300,000~~
3,200,000

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ________

Date Jan 3, 1980

Section Beede Reservoir - Drinkwater Pass F.L.H.

County Harney

Kind Of Work Grade & Pave

Length 8.29 Mi.

Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	69.23%	4000^00	2769
	Mobilization		Lump Sum	–	8%	19847
	Temp. Prot. & Dir. of Traffic		Lump Sum	–	1.5%	36,66
	Temporary Signs		Squ. ft.	395	7^00	2765
	Flagman		Hour	1905	24^50	46,673
	Pilot Car		Hour	475	35^00	16,625
	Clearing & Grubbing		Lump Sum	–	–	13,84
	Remove Structures & Obstructions		Lump Sum	–	–	6,92
	Ditch Excavation		Cu. Yds.	245	10^00	2,45
	General Excavation		Cu. Yds.	118,450	2^50	296,12
	Trench Excavation		Cu. Yds	35	10^00	350
	Finish Roadbed & Slopes		Lump Sum	–	–	12,46
	Watering		M-Gal.	5950	10^00	59,50
	Cement Treated Subgrade		Squ. Yd.	93,947	1^50	140,92
	Cement in C.T.S.		Ton	3,300	110^00	363,00
	3/4"-0 Aggregate Base		Ton	22,175	8^00	177,40
	Class "B" Asph. Conc.		Ton	43,710	14^00	611,94
	Asphalt Cement in Mixture		Ton	2840	187^00	531,08
	Asphalt in Tack Coat		Ton	33	250^00	8250
	8" Perf. Drain Pipe		—	–	—	—
	18" Culvert Pipe		Lin. ft.	555	23^00	12,765
	24" Culvert Pipe		Lin. ft	95	35^00	3325
	36" Culvert Pipe		Lin. ft.	120	55^00	6600
	Guard Rail, Type 2A		Lin. ft.	3330	11^00	3663
	Guard Rail, Type 3		—	—	—	—
	Guard Rail Anchors, Type 1		Each	5	350^00	1750

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMA

Sheet ____ of ____

Date ____

Section ____ FLH Lands

County ____

Kind Of Work ____ Length ____

Name ____

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end Pieces, Type "C"		Each	5	160^{00}	800
	Type 1-6 Fence		Lin. Ft.	4870	3^{50}	17,045
	Extra for A.C. Approaches		Each	5	250^{00}	1,250
	Delineators		Each	260	25^{00}	6,500
	Roadside Seeding & Mulching		Acre	19	800^{00}	15,200
	Salv. & Reinst. to Type 2A G.R.		Lin. Ft.	6513	8^{00}	52,104

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Beede Reservoir - Drinkwater Pass Unit Private Lands Portions
Highway Central Oregon County Harney Prefix _____
Length 3.68 Mi. Designer Davies Draftsman _____ Date Jan. 3, 1980
Signed _____ Title _____

Grading & Drainage	$
Surfacing	$
Extra Work	1,050,192
Total Extra Work	$
TOTAL	$ 1,050,192
+ 20% Engineering and Contingencies	$ 210,038
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 1,260,230

Say 1,300,000

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______
Date Jan 3, 1980

Section Beede Reservoir - Drinkwater Pass State
County Harney
Kind Of Work Grade & Pave
Length 3.68 Mi
Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	–	–	1231
	Mobilization		Lump Sum	–	5%	77,700
	Temp. Prot. & Dir. of Traffic		Lump Sum	–	1.5%	14,354
	Temporary Signs		Squ. Ft.	175	7^{-}	1225
	Flagman		Hour	845	24^{50}	20,702
	Pilot Car		Hour	215	35^{00}	7525
	Clearing & Grubbing		Lump Sum	–	–	6154
	Remove Structures & Obstructions		Lump Sum	–	–	3077
	Ditch Excavation		Cu. Yds	50	10^{00}	500
	General Excavation		Cu. Yds	45,520	2^{50}	113,800
	Trench Excavation		Cu. Yds	110	10^{00}	1100
	Finish Roadbed & Slopes		Lump Sum	–	–	7540
	Watering		M-Gal.	2290	10^{00}	22,900
	Cement Treated Subgrade		Squ. Yd.	33,853	1^{50}	50,77
	Cement in C.T.S.		Ton	1185	110^{00}	130,350
	3/4"-0 Aggregate Base		Ton	8145	5^{00}	65,160
	Class "B" Asph. Conc.		Ton	18,050	14^{00}	252,70
	Asphalt Cement in Mixture		Ton	1,175	187^{00}	219,72
	Asphalt in Tack Coat		Ton	14	250^{00}	3500
	8" Perf. Drain Pipe		Lin. Ft.	110	13^{00}	1430
	18" Culvert Pipe		Lin. Ft.	215	23^{00}	4945
	24" Culvert Pipe		Lin. Ft.	55	35^{00}	1925
	36" Culvert Pipe		Lin. Ft.	–	–	–
	Guard Rail, Type 2A		Lin. Ft.	345	11^{00}	3795
	Guard Rail, Type 3		Lin. Ft	880	20^{00}	17,600
	Guard Rail Anchors, Type 1		Each	5	350^{00}	1750

OREGON STATE HIGHWAY DIVISION
S[illegible]MARY—BID SCHEDULE—COST ESTIM[illegible]

Sheet ______ of ________
Date ____________

Section ______________________ State Lands
County ____________

Kind Of Work ______________________ Length ______
Name ____________

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end pieces		Each	5	160^{00}	800
	Type 1-G Fence		Lin. ft.	1750	3^{50}	6125
	Extra for A.C. Approaches		Each	3	250^{00}	750
	Delineators		Each	90	25^{00}	2250
	Roadside Seeding & Mulching		Acre	11	800^{00}	8800
	Salv. & Reinst to Type 2A Gd. Rail		Lin. ft.	—	—	—

OREGON STATE HIGHWAY DEPARTMENT
QU TITY SUMMARY & COST ESTIM E

Without Climbing Lane

Sheet ____ of ____ Sheet

tion Beede Reservoir-Drinkwater Pass Unit Sta. 448+00 to $\overset{625+31^{\underline{70}}=}{0+19^{\underline{10}}}$ to 380+00
ghway Central Oregon County Harney Prefix
ngth 10.55 Mi. Design Davies Draftsman Date Jan. 1980
gned Title

Grading & Drainage $

Surfacing $ 2,982,200

Extra Work

$

Total Extra Work $

TOTAL $ 2,982,200

+ 20% Engineering and Contingencies $ 596,440

Structures

$

Total Structures $

Right of Way $

Total Estimated Cost $ 3,578,640

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date Jan 1980

Section Beede Reservoir-Drinkwater Pass, Central Oreg. Hwy. County Harney
Kind Of Work Grade & Pave Length 10.55 Mi Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	1		4000
	Mobilization		Lump Sum	-	8%	220,600
	Temp. Prot. & Dir. of Traffic		Lump Sum	-	1.5%	40,750
	Temporary Signs		Squ. ft.	500	7.00	3500
	Flagman		Hour	2420	24.50	59290
	Pilot Car		Hour	605	35.00	21,175
	Clearing & Grubbing		Lump Sum	-	-	17,650
	Remove Structures & Obstructions		Lump Sum	-	-	8,850
	Ditch Excavation		Cu. Yds	295	10.00	2950
	General Excavation		Cu. Yds	133,000	2.50	332,500
	Trench Excavation		Cu. Yds	145	10.00	1450
	Finish Roadbed & Slopes		Lump Sum	-	-	17650
	Watering		M-Gal	6690	10.00	66,900
	Cement Treated Subgrade		Squ. Yd	95,330	1.50	142,995
	Cement in C.T.S.		Ton	3,350	110.00	368,500
	3/4"-0 Aggregate Base		Ton	22,965	8.00	183,720
	Class "B" Asph. Conc.		Ton	51,045	14.00	714,630
	Asphalt Cement in Mixture		Ton	3320	187.00	620,840
	Asphalt in Tack Coat		Ton	40	250.00	10,000
	8" Perf. Drain Pipe		Lin. ft.	110	13.00	1430
	18" Culvert Pipe		Lin. ft.	575	23.00	13,225
	24" Culvert Pipe		Lin. ft.	150	35.00	5250
	36" Culvert Pipe		Lin. ft.	120	55.00	6600
	Guard Rail, Type 2A		Lin. ft.	3675	11.00	40,425
	Guard Rail, Type 3		Lin. ft.	880	20.00	17,600
	Guard Rail Anchors, Type 1		Each	10	350.00	3,500

Sheet [illegible] of [illegible]

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date ____________

Section ____________ County ____________

Kind Of Work ____________ Length ______ Name ____________

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end Pieces, Type "C"		Each	10	160.00	1600
	Type 1-G Fence		Lin. ft.	6620	3.50	23,170
	Extra for A.C. Approaches		Each	8	250.00	2,000
	Delineators		Each	250	25.00	6250
	Roadside Seeding & Mulching		Acre	29	800.00	23,200
	Salv. & Reinst. to Type 2A Gd. Rail		Lin. ft.	—	—	—

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

without Climbing Lane

Sheet ____ of ____ Sheet

tion Beede Reservoir - Drinkwater Pass Unit F.L.H. Portions
ghway Central Oregon County Harney Prefix ____
ength 6.57 Mi. Designer Davies Draftsman ____ Date Jan. 1980
gned ____ Title ____

Grading & Drainage	$
Surfacing	$
	1,980,975
Extra Work	
	$
Total Extra Work	$
TOTAL	$ 1,980,975
+ 20% Engineering and Contingencies	$ 396,195
Structures	
	$
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 2,377,170

OREGON STATE HIGHWAY DIVISION Sheet 1 of 2

SUMMARY—BID SCHEDULE—COST ESTIMATE Date Jan 1980

Section Beede Reservoir-Drinkwater Pass, Central Oreg. Hwy. County Harney

Kind Of Work Grade & Pave F.I. H. Length 6.87 Mi Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	–	–	2,600
	Mobilization		Lump Sum	–	8%	146,550
	Temp. Prot. & Dir. of Traffic		Lump Sum		1.5%	27,070
	Temporary Signs		Squ. ft.	330	7^{00}	2310
	Flagman		Hour	1570	24^{50}	38,465
	Pilot Car		Hour	395	35^{00}	13,825
	Clearing & Grubbing		Lump Sum	–	–	11,500
	Remove Structures & Obstructions		Lump Sum	–	–	5,760
	Ditch Excavation		Cu. Yds	245	10^{00}	2,450
	General Excavation		Cu. Yds	87850	2^{50}	219,625
	Trench Excavation		Cu. Yds	35	10^{00}	350
	Finish Roadbed & Slopes		Lump Sum		–	8110
	Watering		M-Gal	4360	10^{00}	43,600
	Cement Treated Subgrade		Squ. Yd	62,050	1^{50}	93,075
	Cement in C.T.S.		Ton	2180	110^{00}	239,800
	3/4"-0 Aggregate Base		Ton	19,745	8^{00}	159,560
	Class "B" Asph. Conc.		Ton	33,220	14^{00}	465,080
	Asphalt Cement in Mixture		Ton	2160	187^{00}	403,920
	Asphalt in Tack Coat		Ton	26	250^{00}	6,500
	8" Perf. Drain Pipe		Lin. ft.	–	–	–
	18" Culvert Pipe		Lin ft.	475	23^{00}	10,925
	24" Culvert Pipe		Lin ft.	95	35^{00}	3325
	36" Culvert Pipe		Lin. ft.	20	55^{00}	1,100
	Guard Rail, Type 2A		Lin ft.	3330	11^{00}	36,630
	Guard Rail, Type 3		Lin ft.	–	–	–
	Guard Rail Anchors, Type 1		Each	5	350^{00}	1750

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end Pieces, Type "C"		Each	5	160^{00}	800
	Type 1-6 Fence		Lin. ft.	4870	3^{50}	17,045
	Extra for A.C. Approaches		Each	5	250^{00}	1,250
	Delineators		Each	160	25^{00}	4,000
	Roadside Seeding & Mulching		Acre	17.5	800^{00}	14,000
	Salv. & Reinst. to Type 2A Gd. Rail		Lin. ft.	—	—	—

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Without Climbing Lane

Sheet _____ of _____ Sheet

ection Beede Reservoir-Drinkwater Pass Unit Private Lands Portions
ighway Central Oregon County Harney Prefix
ength 3.68 Mi. Designer Davies Draftsman Date Jan 1980
igned Title

Grading & Drainage	$
Surfacing	$
Extra Work	1,001,225
Total Extra Work	$
TOTAL	$1,001,225
+ 20% Engineering and Contingencies	$ 200,245
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$1201,470

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date Jan 1980

Section Beede Reservoir-Drinkwater Pass, Central Oreg. Hwy.
County Harney
Kind Of Work Grade & Pave Pvmt [illegible]
Length 3.68 Mi
Name Davies

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Bldg.		Each	–	–	1400
	Mobilization		Lump Sum	–	8%	74050
	Temp. Prot. & Dir. of Traffic		Lump Sum	–	1.5%	13,680
	Temporary Signs		Squ. ft.	170	7^{00}	1190
	Flagman		Hour	850	24^{50}	20,825
	Pilot Car		Hour	210	35^{00}	7350
	Clearing & Grubbing		Lump Sum	–	–	6150
	Remove Structures & Obstructions		Lump Sum	–	–	3090
	Ditch Excavation		Cu. Yds	50	10^{00}	500
	General Excavation		Cu. Yds	45,150	2^{50}	112,875
	Trench Excavation		Cu. Yds	110	10^{00}	1100
	Finish Roadbed & Slopes		Lump Sum	–	–	9540
	Watering		M-Gal	2330	10^{00}	23,300
	Cement Treated Subgrade		Squ. Yd	33,280	1^{50}	49,920
	Cement in C.T.S.		Ton	1170	110^{00}	128,700
	3/4"-0 Aggregate Base		Ton	3020	8^{00}	24,160
	Class "B" Asph. Conc.		Ton	17,825	14^{00}	249,550
	Asphalt Cement in Mixture		Ton	1,160	187^{00}	216,920
	Asphalt in Tack Coat		Ton	14	250^{00}	3,500
	8" Perf. Drain Pipe		Lin. ft.	110	13^{00}	1,430
	18" Culvert Pipe		Lin ft.	100	23^{00}	2,300
	24" Culvert Pipe		Lin ft.	55	35^{00}	1925
	36" Culvert Pipe		Lin. ft.	100	55^{00}	5500
	Guard Rail, Type 2A		Lin ft.	345	11^{00}	3,795
	Guard Rail, Type 3		Lin ft.	880	20^{00}	17,600
	Guard Rail Anchors, Type 1		Each	5	350^{00}	1750

OREGON STATE HIGHWAY DIVISION
MMARY—BID SCHEDULE—COST ESTI E

Sheet 2 of 2
Date
Section
County
Kind Of Work
Length
Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Rail end Pieces, Type "C"		Each	5	160	800
	Type 1-G Fence		Lin. ft.	1750	3.50	6125
	Extra for A.C. Approaches		Each	3	250.00	750
	Delineators		Each	90	25.00	2250
	Roadside Seeding & Mulching		Acre	11.5	800.00	9200
	Salv. & Reinst. to Type 2A Gd. Rail		Lin. ft.	—	—	—

9451

[illegible] 1-23-80
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

LOG
NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 16, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Allocation of Public Lands Highway
Funds FY 1980 - Oregon
Your File HAM.OR/710.16

On August 16, 1979 we submitted a request for Public Lands Highway Funds for two projects -- the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, and the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway. By memorandum dated November 27, 1979 you advised us that we had been granted funding in the amount of one and one-half million dollars for the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway (FAP 2).

A description of the project and our request for funding is as follows:

	Length			In Thousands of Dollars			
Section	FLH	State	Total	FLH	State	FAP	Total
Beede Res.-Drinkwater Pass Central Oregon Hwy.,FAP 2 M.P. 165.7-M.P. 117.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430

A copy of the August 16, 1979 submittal to your office is attached.

The purpose of this letter is to request that you use whatever means are available for obtaining additional FLH funds in the amount of two million dollars in order that we may complete the entire project as proposed.

We have examined the location survey and determined that approximately half of the project can be improved with the funds allocated. Although this would represent a substantial improvement, it does not appear to us to be in the public interest to proceed with half a project, thereby leaving an unfinished gap with no assurance that funding will be forthcoming in the future. As you know, funding from other sources is not a viable alternative, in that all of our Primary and State funds are allocated to other projects.

The Oregon Transportation Commission has maintained the practice of expending its FLH allocation for improving highways that are bordered by public lands administered by the Bureau of Land Management, thus returning the benefit of those improvements to the highway user through areas of public lands. We therefore respectfully request that a total of three and one-half million dollars Public Lands Highway Funds be allotted to the State of Oregon for construction of the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, FAP 2.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

Attachment

bc F. B. Klaboe
H. S. Coulter✓
D. H. Moehring
J. H. Versteeg
Gary Potter
Frank Terpin

Ed. (I don't think we need the $5,430,000 project — Am interested in trying to get monies needed to construct a 32' section to close this gap. — I thought we had a field estimate of less than 3½ million — Am I missing something?
Scott

RECEIVED
TECHNICAL SERVICES
JAN 17 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9451

2

August 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: K. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of August 7, (Reference HRP-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).

2. Jackson Creek-Hot Springs Road on the I.O.N. Highway is the remainder of the project applied for last year, FLH-F-3(21), for which we did not receive complete funding.

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

I. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH 4(-):

   1. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      a. The roadbed is generally 23 feet wide.

      b. The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

      c. Shoulders are gravel and average 1 1/2 feet in width.

d. Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

2. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width - 36 feet
Pavement width - - - - - - - - - - - - - - - - - - - 24 feet
Paved Shoulders - - - - - - - - - - - - - - - - - - - 6 feet
Cement Treated Base - - - - - - - - - - - - - - - - - 10 inches
Leveling Course (A.C. over old paint) - - - - - - - 1 inch
Asphaltic concrete wearing surface - - - - - - - - 3 1/2 inches

The Base Design has been modified from the design used on project F-FLH 4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH 4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

3. Additional information as indicated below provides justification for the proposed improvements:

a. This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-80N at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

b. Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

c. This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock feed, machinery, and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by last winter's unusually severe frost problems.

e. The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 700 vehicles (DHV of 105) for this section.

f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

II. Jackson Creek-Hot Springs Road, I.O.N. Highway, FLH-3(-):

1. The existing facility is substandard in surface stability throughout:

   a. The existing roadbed is generally 32 feet wide.

   b. The travelway is 24 feet of bituminous surface, 4.5 inches in depth on a 5-inch rock base.

   c. Gravel shoulders are generally 4 feet wide.

   d. The existing average daily traffic is 700 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

2. The section under consideration extends from M.P. 105.4 southerly 5.5 miles to M.P. 110.9 which is 10.5 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width - - - - - - - - - - - - - - - - 32 feet (no change)
Pavement width - - - - - - - - - - - - - - - 24 feet (no change)
Shoulders (paved) width - - - - - - - - - - - 4 feet (no change)
Leveling Course - - - - - - - - - - - - - - - 1 inch A.C.
Wearing Course - - - - - - - - - - - - - - - - 3 inches A.C.

The above design meets the minimum standards included in the AASHTO "Geometric Design Standards for Highways Other than Freeways-1969."

The north end of the project is adjacent to project FLH 3(19) and is compatible with that section.

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement.

   a. The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

   b. The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

   c. The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

   d. This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

   e. The present traffic justifies improvements to the standards proposed.

   f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

Four copies of a sketch map are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

Section	Length			In thousands of dollars			
	FLH	State	Total	FLH	State	FAP	Total
Beede Res-Drinkwater Pass Central Oregon Hwy.,FAP 2 M.P. 105.7 - M.P. 117.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430
Jackson Cr-Hot Springs Rd. I.O.N. Hwy., FAP 87 M.P. 105.4 - M.P. 110.9	5.5	0.0	5.5	880	0	0	880
TOTAL				$4,380	$230	$1,700	$6,310

We anticipate that these two projects can be advertised for contracting between January 1980 and June 1980. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.'

Oregon has a current FLH funded project from Wagontire to Lake County line, FLH-F-1(9), which should be completed this month. Funds from this project were from Fiscal 1978. We request that we be allowed to use the unobligated funds, including any from our current project to help offset the effect of inflation on our proposed projects.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:pf
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 7, 1979

In reply refer to: HRP-OR/710.16

SUBJECT: Allocation of Public Lands Highway Funds

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

On July 31 we forwarded a copy of a request for submission of proposed projects for financing under the subject program for fiscal year 1980. A short deadline for reply was indicated.

The date for submission to our Regional Office has now been established, making a reply to this office no later than August 23 necessary.

Please include a report on the status of fiscal year 1979 PLF projects and planned usage of unobligated funds.

G. L. Green

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STATE HWY ENGR
AUG 8 '79
REFER TO,
FOR
Info [illegible] File

PROJECT MANAGEMENT BRANCH
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PLE RE PRE ③
AUG 1[illegible] 1979
REFERRED TO ...
FOR ...
FILE: PM FA LG.

9151

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1979

FILE:

FROM: George C. Wills
Field Location Engineer

SUBJECT: Federal Lands Highway Program

TO: FILES

NOTED
E. S. HUNTER

The five priority projects for subject project have been reviewed and estimates revised. A and B are pending, C, D and E should be considered for funding application this year for 1980 program.

	Project	Highway	$FLH	($1,000) $State	$FAP
A	Jackson Creek-Hot Springs Road	I.O.N.	555	0	0
B	Beede Res.-Drinkwater Pass	Central Oregon	2,309	155	1,145
C	Fossil Creek-Bone Creek	John Day	443	0	0
D	Crooked Creek-Flight Strip	I.O.N.	1,584	36	268
E	S. Unit, Pikes Ranch-Valley Falls	Lakeview-Burns	2,541	179	1,322

GCW:ge

cc: E. S. Hunter✓
D. E. Swan
F. E. Terpin

RECEIVED
TECHNICAL SERVICES
APR 24 '79
REFER TO
FOR
Info | Inve. | R/D | D.R | Sign | Act | File

9451

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

May 31, 1978

Bob for

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Proposed Projects
FLH Funding
Region 5

TO: H. S. Coulter
State Highway Engineer

SALEM

NOTED
H. S. COULTER

We would like to recommend two projects for FLH funding in Region 5.

1. I.O.N. Highway, M.P. 105.6 - M.P. 110.80, Jackson Creek-Hot Springs Road. We had recommended Jackson Creek-McDermitt in the last FLH program. This was cut back to Hot Springs Road-McDermitt due to lack of funds. We would like to recommend the rest of the project. It is badly in need of overlay and showed very high in the last SCR.
2. Central Oregon Highway, M.P. 165.7 - M.P. 176.2, Beede Reservoir-Drinkwater Pass. This project is #502 in the "B" Program of the Six-Year Program. If FLH funding can be obtained for any or all of this project, the State and Federal primary funds should be reallocated to project #508 in the "B" Program, Umatilla-Hermiston. This project is badly under-funded and anything that could be allocated to it would make the project more worthwhile.

WES/dlm

cc: Buzz Swan
George Wills

RECEIVED
STATE HWY ENGR
JUN -1 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9451

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation, Highway Division

PROJECT TITLE: Beede Reservoir - Drinkwater Pass

DATE: May 23, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY 26 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz,
Region 5 Engineer
C. D. Hiatt,
District 14 Engineer
Paul Burket,
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
4-17-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

-- -rint legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ______________________ By ______________________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
[illegible] 21 1978
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7804 2 700 Due Date: MAY 19 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS BEEDE R[illegible] - [illegible] PROJECT
[illegible]
[illegible]

HISTORIC PRESERVATION OFFICE
TATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency

By David G. Talbot

(02) 9151

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 17, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Ida-Ore Regional Planning
& Development Assn., Inc.
P.O. Box 311
Weiser, Idaho 83672

FROM for **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 14
Section: Beede Reservoir-Drinkwater Pass
Highway: Central Oregon Hwy.-ORE Rt. 20
County: Harney

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 1, 1978.

RECEIVED
STATE HWY ENGR
APR 19 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BLG: dmc

Attachment

cc: **G. L. Green** ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5; W. E. Schwartz
District 14: C. D. Hiatt
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COU

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Beede Reservoir-Drinkwater Pass District 14			
11	12] PROJECT LOCATION—CITY Central Oregon Highway Ore. Rt. 20	PROJECT LOCATION—COUNTY Harney	PROJECT LOCATION SEC: – T: 21S R: 35E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project consists of widening, minor grading, minor alterations of the [71

06 12] alignment, and paving. The existing pavement is 22 feet wide. This would be [71

07 12] widened to 32 feet. A climbing lane will be added at the east end of the project [71

08 12] up to Drinkwater Pass. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,370,000	-	230,000	-	-	$1,600,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: April 17, 1978

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 June 43] DAY [44 1 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 17, 1978

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-21-4(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 10, 1978
Section Beede Reservoir-Drinkwater Pass
Unit (if appl)
County Harney
City
Highway Central Oregon 20
State Hwy. No. 007
Termini: M.P.(if appl) 165.7 - 177.4
Length 11.7 miles
Region 5
Construction Estimate $1,600,000
Program Amount

B. Purpose of Project:

To provide a safer facility for auto and truck traffic by widening the highway.

C. Origin & History of Project:

This project is one of a series of improvements along the Central Oregon Highway.

D. General Description of Project:

This project consists of widening, minor grading, minor alterations of the alignment, and paving. The existing pavement is 22 feet wide. This would be widened to 32 feet. A climbing lane will be added at the east end of the project up to Drinkwater Pass.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. X ; Parking ____
Proposed: No. Lanes 2 ; Med. ____; Shldrs. X ; Parking ____

Traffic: Existing Facility: Existing ADT 700 ; Projected ADT ____; Yr. ____
Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______
Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels -

Acres Slight; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

There are two possible material sources, not within the project limits. One is at M.P. 158 and the other is at M.P. 180.8.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

This project is listed in the Oregon Transportation Improvement program as scheduled for 1981 under Program A and 1983 under Program B.

Location or Design Alternatives (identify and describe):

No alternatives have been considered since the purpose of this project is to provide a low cost upgrading of the existing highway.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located about 35 miles east of Burns in the "high desert" country of east-central Oregon. Elevations range from a low of 3600 feet above mean sea level at the eastern terminus to a maximum of about 4200 feet at the Summit at Drinkwater Pass. The project area is on the boundary of the High Lava Plains and Blue Mountain Physiographic provinces. The present highway traverses the near-flat Malheur basin east of Burns and begins ascending the mountains near Buchanan. Vegetation is sparse, primarily consisting of juniper, sage, and grass. In the project area, the highway crosses some wetlands at M.P. 174.5. These wetlands are presently used for irrigated crops and grazing. It is here also that the highway crosses the Malheur River. This highway section also crosses Stinkingwater Creek, several intermittant streams, and passes near Beede Reservoir. Wildlife in the project area include such game animals as mule deer and antelope, game birds, birds of prey, small mammals, lizards and snakes. There are no threatened or endangered species in the area.

2. Cultural:

The project area is very sparsely populated. The only residence is about ½ mile from the highway near Beede Reservoir. Property in this area is generally categorized as unimproved grazing land, which is now used for raising cattle. Recent archeological investigations indicate that primitive man utilized local rock formations for tools and projectile points. Paivte Indians inhabited this area into historic times. A number of significant archeological sites were identified in conjunction with the highway improvement from Buchanan to Beede Reservoir. A number of similar sites may also be found in conjunction with this project, also. An archeological investigation will therefore be conducted along this project.

No utilities would be affected by this project. Air quality will remain excellent and construction noise will not significantly affect the human environment.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Right-of-way acquisition would amount to less than an acre. This acquisition would not require any relocations or precipitate any land use changes.

2. Estimated Impact on Traffic Patterns:

   ADT would not change as a result of implementing the proposal. The improvement is expected to increase traffic safety.

   Consequences--Air Quality, Noise, Safety, etc.:

   None.

3. Estimated Impact on Land Use:

   None. This is an isolated area with low traffic volumes, so that a highway improvement is not likely to precipitate major land use changes.

   Consequences:

   None.

4. Expected Impact on Natural Ecological Resources:

   A minor amount of fill may be deposited within the Malheur river wetlands.

   Consequences:

   Fill in the wetlands would result in the irretrievable loss of 0.4 acre of Malheur River wetlands, and loss of small wetlands areas at Stinkingwater Cr. and the intermittent streams. An analysis of this impact will be made and all practical measures to minimize impact to the wetland will be taken.

5. Expected Impact on Cultural and Scenic Resources:

   This project will require very little new right-of-way so that any impacts on archeological resources would probably be minor. A cultural resource survey and salvage, if needed, will be conducted.

   Consequences:

   Impacts are expected to be minor.

6. Preliminary Identification of Areas of Critical Concern:

Two areas of concern are archeological resources and the Malheur River wetlands.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Will be consistent.

b. Noise Standards
Will be consistent , however a noise study report will be required.

c. Water Quality Standards
Will be consistent.

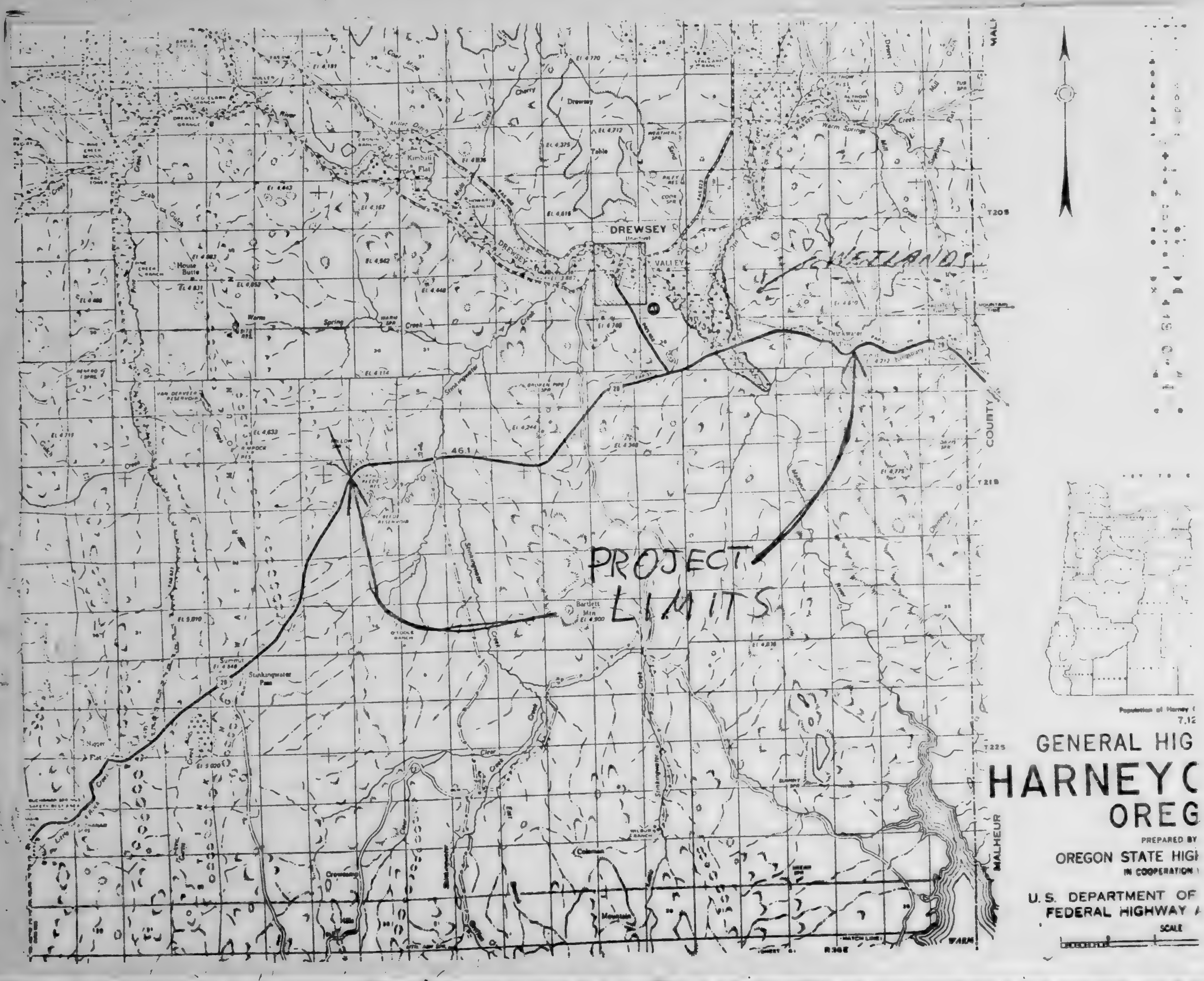
d. Area Land Use and Transportation Plans, and Zoning
Will be consistent.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----	-------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since this project is a simple overlay with few associated impacts, it is recommended that it be classified a Category 3, Non-Major action.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


PROJECT LIMITS
WETLANDS
DREWSEY
VALLEY
Bartlett Mtn
Stinkingwater Pass
Summit
Warm Spring Creek
Kimball Flat
Table
Malheur
County
T20S
T21S
T22S
MALHEUR
COUNTY
R36E
Population of Harney
7,12
GENERAL HIG
HARNEY C
OREG
PREPARED BY
OREGON STATE HIG
IN COOPERATION
U.S. DEPARTMENT OF
FEDERAL HIGHWAY
SCALE

9451

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

October 20, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Beede Reservoir-Drinkwater Pass Sec.
Central Oregon Highway
Harney County

The subject widen and overlay project is #3 priority on our application for FLH Funds. Our #2 priority, Wagontire-Lake County Line, is likely to be funded with the remainder of our currend FLH grant.

In order to insure that delays due to archeological finds will not hold up the project, it is recommended that we take advantage of the team which will be in the area in the near future. We have, therefore, prepared the attached survey authorization for your signature which also includes funds to complete the minimal engineering work required for the project.

A Major Class 14 prefix is proposed for this project.

NOTED
E. S. HUNTER

Attachment

GCW:mc

OCT 21

9451

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 15, 1977

Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

2

FROM: Pieter Dykman
Research Coordinator

TO: Memo to File

SUBJECT: Status of Cultural Resource Surveys - FLH jobs

1. Jackson Cr.-McDermitt - No survey needed; work is overlay only.

2. Wagontire - Lake Co. Line - Survey completed; one large site needs salvage. Some project plans available.

3. Beede Reservoir - Drinkwater Pass - No plans available yet; may need to do strip survey, 120 feet right and left of centerline.

4. Fossil Cr. - Bone Cr. - Survey complete; project being modified, may need additional survey.

5. Crooked Cr. - Flight Strip Sec. - No plans available yet; may need to do a strip survey, 80 feet right and left of centerline.

6. So. Unit - Pikes Ranch - Valley Falls - Location survey partially completed; some parts will have to be done as a strip survey.

PTD:cjh

cc: Gary Potter
E. S. Hunter
F. E. Terpin
L. W. Rulien

RECEIVED
TECHNICAL SERVICES

SEP 16 '77

REFER TO

FOR

Info	Inves	R/D	[illegible]	Sign	Act	File

1982 Midland-Calif. St. Line 9452
Sec., The Dalles-Calif. Hwy.
(grading & paving)

RR 1029 - 12/18/80
9/16/80

9452

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
9-188

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-23-86

State
Oregon

County
Klamath

Project Number
F-4-1(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,035,806.00	$ 2,998,356.00
Federal funds	$ 2,676,973.00	$ 2,643,950.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-4-1(13)

Midland-California State Line Section
The Dalles-California Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 287+00 to 449+07)(Sta. 456+00 to 763+12.30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Portland Cement in CTB Mixture	$95.00	670	$ 63,650.00	485.91	$ 46,161.00	
Class "B" Asphalt Concrete Mixture	8.00	74,000	592,000.00	71,504.88	572,039.00	
			$655,650.00		$618,200.00	
					Decrease	$ 37,450.00
		Subtotal from previous Estimate of April 12, 1981				3,035,806.00
					Total	$2,998,356.00

Length of Project ------------------- 8.88 miles
Cost of Roadway Per Mile ------------ $337,652.71

RETAIN IN PROGRAM
(Not included in Summary of Funds)

Slide Correction	All Required	$ 10,000.00
Work by Pacific Power & Light Co.	All Required	1,000.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.18%	$2,998,356.00	$2,643,950.00	$354,406.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09452
Prefix: C018-1462
Prefix: C018-1010

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$6,000.00

DDB:me

9452

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-205	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-22-82	State Oregon County Klamath Project No. F-4-1(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Midland-California State Line.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-82	8.88

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 3,035,806.00	FEDERAL FUNDS $ 2,676,973.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

~~XXX~~ FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator APR 22 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
F-4-1(13)

Midland-California State Line
The Dalles-California Highway
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 287+00 to Sta. 449+07)(Sta. 456+00 to Sta. 763+12.3)

Furnishing Field Laboratory	1 Each	All Required	$ 1,500.00
Mobilization		All Required	250,000.00
Temporary Protection and Direction of Traffic		All Required	15,000.00
Temporary Signs	846 Sq. Ft.	5.00	4,230.00
Temporary Barricades	9 Each	100.00	900.00
Temporary Plastic Safety Markers	25 Each	50.00	1,250.00
Temporary Delineators	146 Each	20.00	2,920.00
Flagman	2,000 Hour	10.00	20,000.00
Pilot Car	500 Hour	15.00	7,500.00
Clearing and Grubbing		All Required	45,000.00
Removal of Structures & Obstructions		All Required	20,000.00
General Excavation	79,100 Cu. Yd.	2.00	158,200.00
Surcharge Removal	10,940 Cu. Yd.	3.00	32,820.00
Finishing Roadbed & Slopes		All Required	8,000.00
Watering	950 M-Gal.	6.00	5,700.00
Coarse Aggregate Base	27,000 Ton	5.00	135,000.00
3/4"-0 Aggregate Base	7,000 Ton	6.00	42,000.00
Cement Treated Base Mixture	12,150 Ton	10.00	121,500.00
Portland Cement in CTB Mixture	670 Ton	95.00	63,650.00
Asphalt in Seal	20 Ton	250.00	5,000.00
Class "B" Asphalt Concrete Mixture	74,000 Ton	8.00	592,000.00
Asphalt Cement in Mixture	4,440 Ton	185.00	821,400.00
Asphalt in Tack Coat	80 Ton	250.00	20,000.00
Concrete in Headwalls		All Required	5,000.00
Guard Rail, Type 2A	36,700 Lin. Ft.	5.30	194,510.00
Guard Rail Anchors, Type 1	3 Each	250.00	750.00
Guard Rail Anchors, Type 2	14 Each	400.00	5,600.00
Rail End Pieces, Type "B"	14 Each	100.00	1,400.00

Rail End Pieces, Type "C"	3 Each	65.00	195.00
Extra for Asphalt Approaches	34 Each	200.00	6,800.00
Delineators, Type 1	145 Each	10.00	1,450.00
Delineators, Type 4	100 Each	20.00	2,000.00
Roadside Seeding and Mulching	12 Acre	300.00	3,600.00
			$2,594,875.00

Anticipated Items

Railroad Protective Costs	All Required	$ 1,900.00
Permanent Pavement Striping	All Required	6,000.00
Temporary Pavement Striping	All Required	4,000.00
Temporary Erosion Control	All Required	2,000.00
State Furnished Guard Rail	All Required	1,320.00
Asphalt Cement Adjustment	All Required	86,000.00
On-the-job Trainees (3-3,000 hrs. @ $0.80)	All Required	2,400.00
		$ 103,620.00
	SUBTOTAL	$2,698,495.00
	Engineering	337,311.00
	TOTAL	$3,035,806.00

Length of Project -------- 8.88 miles
Cost of Roadway Per Mile--$341,870.05

Retain in Program
(not included in amounts below)

Slide Correction	All Required	$ 10,000.00
Work by Pacific Power & Light Co.	All Required	1,000.00

Federal Funds -----------------$2,676,973.00
State Funds ------------------ 358,833.00
TOTAL $3,035,806.00

Group 1	100%
Contract No.	9452
Prefix:	18-1462
Prefix:	18-1010

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 6,000.00

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 1/31/86	REPORT MADE BY David B. Carter, Area Engineer, FHWA		PROJECT NO. F-4-1(13)
COMPLETION DATE (Actual) 5/23/83	ACCEPTANCE DATE BY CONRTACT AGENCY 6/25/85	TIME ELAPSED $\frac{320}{400}$ = 80 %	CONTRACT TIME 400 calendar workdays

LOCATION
Approximately 7.4 miles south of Klamath Falls and extending approximately 9.1 miles southerly on U.S. 97 to the California State line.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MIDLAND - CALIFORNIA STATE LINE SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading & Paving

This project provided for the widening of the existing highway to provide for two 12-foot travel lanes and 8-foot shoulders.

A final inspection of the completed work was made on July 27, 1983. All participating work has been completed. The project signing and striping is complete.

The final cost of the original contract bid items was $2,484,099.08, or a 4.4% underrun of the contract bid amount of $2,594,875.00.

The final cost of the project including all changes and engineering was $3,004,223.88.

##########

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STAT. HWY ENGR
FEB 5 '86
REFER TO
Fredrickson
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W. E. SCHWARTZ
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ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by Carter Area Engr.		SIGNATURE Original Signed by HOSSNER	
TITLE Area Engineer	DATE [illegible]	TITLE Glen K. Hossner, Field Operations Engineer	DATE FEB - 4 198

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9432

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane Christensen
Road Design Engineer

DATE: January 14, 1985

FROM: Dale D. Allen
Region Engineer

SUBJECT: Poor Asphalt
Midland-California State Line
January 10, 1985

Today (1/10/85) cores were taken on the above project in the areas where ravelling is occuring. These were sent to Jim Wilson.

I believe it would be to your benefit to look at these before they dry out. You will find that the asphalt has totally lost its bonding characteristics. In areas where ravelling is occuring the AC mix can easily be broken down to the smallest aggregate with your hands.

I feel this is a characteristic of the asphalt and not caused by mix designs, compaction, voids, etc. Segregation is not apparent.

Look at the cores, break them apart, and make your own decision. Stripping is obviously occuring. If the cores are allowed to dry out and warm up they will regain some strength.

If you concur, we would propose a change order on the contract to mill out the raveled strips - patch w/Class C and place a 1-inch cold mix overlay on the four-mile section. This will require an increase in contract authorization.

By a copy of this letter to Thackery, I will have him prepare the estimate.

Do you and Construction agree in this treatment? Please advise.

DA:mr

encl

cc: VanCleave
Sullivan
Wilson
Thurston
Thackery

NO
JOHN T. SCO

1 Dol

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ROAD DESIGN SECTION

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LOCATION SECTION

POOR ASPHALT
MIDLAND-CALIFORNIA STATE LINE
January 10, 1985

71

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Midland-California State Line

WEEK ENDING: September 3, 1983

SECTION PREFIX: 18 - 1010

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Midland-California State Line

KIND OF WORK: Grading & Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9452

FEDERAL AID PROJECT NUMBER: F - 4 - 1 - (13)

DATE OF CONTRACT: March 30, 1982

DATE WORK STARTED: March 30, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 400

CALENDAR DAYS USED: 320

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 80

PROJECT AUTHORIZATION: $ 3,054,931.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 2,837,692.28

ENGINEERING AUTHORIZATION: $ 217,239.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,732,702.99

ENGINEERING COST TO DATE: $ 240,000.00

DATE PROJECT WAS COMPLETED: May 24, 1983

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.7 %

PERCENT OF AUTHORIZATION: 110 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.10	9.10			9.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.10	9.10			9.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	90,040	46,180			74,000
TOTAL QUANTITIES CORRECTED TO DATE	102,032	45,024			70,833
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	102,032	45,024			70,833
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28				
MONDAY 29				
TUESDAY 30				
WEDNESDAY 31				
THURSDAY 1				
FRIDAY 2				
SATURDAY 3				

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

28 SUNDAY	
29 MONDAY	
30 TUESDAY	
31 WEDNESDAY	No contract work on project this week.
1 THURSDAY	
2 FRIDAY	
3 SATURDAY	

REMARKS

Contract work completed on May 24, 1983.

Semi-Final submitted 9/2/83.

FINAL REPORT.

SIGNED Wayne Coder Asst. Project Manager LOCATION Klamath Falls

B. N. Hatcher, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

(P.I. 21.35) does not qualify for Title II
4

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: J. H. Versteeg
Road Design

DATE: August 20, 1982

Duane O. Christensen

FROM: Duane O. Christensen, P.E.
Construction Operations Engineer

SUBJECT: Midland Road-Left Turn Refuge
The Dalles/California Highway @ Midland Road
Klamath County
Contract No. 9452

Attached is a Xerox copy of a letter from R. C. Pool dated August 18, 1982; a preliminary estimate; the Region Traffic Operations Supervisors' Report; accident data; and a 1"=50 layout mat for the subject left turn refuge.

Please review the proposed design and have the Traffic Section determine if it is justified. It would be appreciated if this could be done as soon as possible so that Federal approval can be secured, to include it under the present contract, if it is warranted.

Please return the attached map with any necessary revisions included thereon.

DOC:mk

Attach.

cc: R. C. Pool
L. E. George
D. H. Moehring

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
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Trout
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RECEIVED
AUG 20 1982
ROAD DESIGN SECTION

Do Not File ☐
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MP 280.16

81-125-1387

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

DATE: August 18, 1982

TO: C. T. Keasey
Construction
Assistant State Highway Engineer

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Midland Road-Left Turn Refuge
The Dalles/California Highway @ Midland Road
Klamath County, Contract 9452

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AUG 19 1982
CONSTRUCTION SECTION

As per our recent conversation concerning this project, I am enclosing further information and justification for the proposed left turn refuge construction. This work is outside the project limits.

Needs for this improvement can be summarized into a few main points. First - It is at the intersection of two State highways; second, this intersection has a history of turning movement accidents, and third, the intersection area has a history of icing conditions with poor sight distance increasing the hazard.

1) All the grading work, with the exception of additional embankment compaction, will be covered under the existing bid items. The compaction requirement has been changed to reflect the need for fully compacted embankment. This additional work will be covered under a Price Agreement or an Extra Work Order. (work has begun)

2) The items required to complete the surfacing, paving, and guardrail work will be negotiated (see attached quotes from contractor). The cost should not vary substantially from bid unit prices where applicable, except in guardrail items which are higher due to the need for all new posts.

The additional cost of the proposed work, including the added compaction, is approximately $247,500. The surfacing, paving, and guardrail work being approximately $180,500. of that cost, plus $36,000. engineering and contingencies.
I am including a traffic report from John Holcomb which will offer historical background and cost benefit justification for doing the work.

I request your approval and suggest that Federal approval be sought.

If this work is added, overrun of the project authorization would be less than five percent.

RCP:JCT:pw
Enclosures

ESTIMATE

MIDLAND HIGHWAY-THE DALLES/CALIFORNIA HIGHWAY
LEFT TURN REFUGE

Item	Unit	Quantity	Unit Price	Total
Mobilization	L.S.	All	7,300.00	7,300.00
Temporary Protection and Direction of Traffic	L.S.	All	2,990.00	2,900.00
Temporary Signs	Sq.Ft.	250	5.00	1,250.00
Flaggers	Hour	600	10.00	6,000.00
Pilot Car	Hour	40	15.00	690.00
Coarse Agg.Base	Ton	4,820	5.00	24,100.00
3/4 - 0.Agg.Base	Ton	1,160	6.00	6,960.00
Class "B" Asphalt Concrete Mixture	Ton	3,825	12.00	45,900.00
Asphalt Cement in Mixture	Ton	250	185.00	46,250.00
Asphalt in Tack Coat	Ton	6	250.00	1,500.00
Guardrail, Type 2A	Ln.Ft.	3,600	8.00	28,880.00
Guardrail, Type 3	Ln.Ft.	100	22.00	2,200.00
Guardrail Anchors,Type 1	Each	4	250.00	1,000.00
Rail End Pieces,Type "C"	each	4	65.00	260.00
Extra for guardrail Bridge Connections	each	4	350.00	1,400.00
Delineators Type 1	each	40	21.00	840.00
Delineators Type 2	each	34	22.00	748.00
Extruded 7" Concrete Curb	Ln.Ft.	577	4.00	2,308.00
			Subtotal:	$180,396.00
		Engineering and Contingencies, 20%		36,080.00
			TOTAL:	$216,476.00

REGION TRAFFIC OPERATIONS SUPERVISORS' REPORT

Midland Highway Jct./Miller Island Road Intersection
The Dalles-California Highway
Klamath County

Recommendation:

Construct full left-turn refuge. Replace guardrail on approaches to Southern Pacific Railroad overcrossing.

Investigation:

This is the intersection of two state highways. The north and south approaches are Oregon Primary Highway No. 4, The Dalles-California Highway, US 97. The east approach is the southerly terminus of Oregon Secondary Highway No. 420, the Midland Highway.

The westerly approach is Miller Island Road, a Klamath County road. The Dalles-California Highway is the principle north-south primary highway east of the Cascade Mountains. The average daily traffic (ADT) at this location is 4650 (1980). The typical section is two 11-foot driving lanes with four to five-foot shoulders.

The original ground throughout the vicinity is relatively level old lake bed with drainage ditches.

The highway south of the intersection is a fill section about two feet above the adjacent ground level. Northerly of the intersection, the highway is a fill section which is the approach to the Southern Pacific Railroad overcrossing. The actual intersection is near the southerly base of the said approach.

It is 1100 feet from the center of the railroad to the center of the intersection.

The railroad approach section is protected by what must be one of the oldest functional sections of cable and wood guardrail sections in the state. Maintenance pavement patching, over the years, has put the guardrail at a lower than normal elevation. There are piecemeal sections of metal guardrail that have been installed as repairs. In general, the guardrail is in very poor condition.

Because this is an old lake bottom, drainage is poor. The original ground is composed of centuries of accumulation of vegetation and migratory bird excretion. This combination makes for a fairly warm soil condition. The subsequent heating of ground water causes a fog or mist condition whenever the air temperature is equal to or below that of the water. This results in two undesirable driving conditions on the highway, fog and/or ice.

With the relatively narrow roadbed restricted by the guardrail and fill slopes, there is no escape room. These conditions are common to this vicinity, and may explain in part why the accident history is no worse than it is. However, the potential is something that definitely should not be overlooked. It is not uncommon for the roalroad overcrossing to be clear of fog, but the intersection to have extremely limited visibility.

Clear weather sight distance is one mile plus to the south, and about 600 feet to the north.

Accident Investigation:

For the study period 1/1/76 through 6/30/81, there were a total of 15 accidents through the one-mile section, M.P. 279.66 through 280.66. There were no fatal accidents, 7 non-fatals with 9 injuries, and 8 property damage only. The types of accidents were: angle - 2, rearend - 2, turning - 4, fixed object - 6, and miscellaneous - 1.

Sixty-six percent of the total accidents were turning with four, and fixed object with six. It should be noted that five of the six fixed-object types were within the guardrail section.

Discussion:

Miller Island road is a county road which intersects the highway at the west approach. This road is paved and serves the farming area in that direction. Directly opposite and at the east approach is the southerly terminus of the Midland highway.

The intersection is close to the midpoint of a super elevated horizontal curve. The north approach is restricted by the fill section and the guardrail. The southerly approach is restricted by roadside drainage ditches.

An accident diagram is not available at this time. However, the accident history tends to indicate that about 50 percent of all accidents are associated with turning movements. This includes angle, rearend, and turning classifications.

Those not involved with turning are running into something (fixed object). Since the only fixed object is the guardrail, we must assume this is what is being hit.

Therefore, a left-turn refuge should remove the stopped or slow-moving vehicles from the main stream, and the associated widening and new guardrail should provide sufficient escape room and protection for the faster moving vehicles.

JEH:mr

Pg 1 of 2

OREGON STATE HIGHWAY DIVISION　　　　TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION Miller Island Road M.P. 280.16 Hwy. No. 4 Rte. No. 97 From M.P. 279.66 To M.P. 280.66 Period Covered: 1-1-76 to 6-30-81	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
1976																			
280.15									1				1			1			
280.17									1				1			1			
280.65			1										1		1			2	
Total			1						2				3		1	2		2	
1977																			
280.16						2							2		2			2	
Total						2							2		2			2	
1978																			
279.93									1				1			1			
279.95	1												1		1			1	
280.06									1				1			1			
280.16						1							1			1			
280.20									1				1			1			
280.46			1										1		1			2	
Total	1		1			1			3				6		2	4		3	

Pg 2 of 2

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION
Miller Island Road
y. No.____ Rte. No.____
om M.P.
M.P.
riod Covered:
____ to ____

LOCATION	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
1979																			
280.[illegible]	1												1			1			
Total	1												1			1			
1980																			
280.36												1	1			1			
Total												1	1			1			
1st 6 mo. 1981																			
280.16									1				1		1		-	1	
280.66						1							1		1			1	
Total						1			1				2		2			2	
Total for Study Period	2	-	2	-	-	4	-	-	6	-	-	1	15	-	7	8	-	9	

Don,

Mr Vorsteg asked me to have traffic start working on this. I have given Hofstetter copies of all the attatched data. He has assigned it to Glen Clark. Probably Bladom will evaluate it fo HES funding. Hofstetter said he would get back to you on any recommendation etc

Bud
8/23/82

Existing 11's & 5's = 32' Top

Proposed (Scaled) 16 [illegible]
1½ [illegible] 36' TOP
8½ [illegible]

30' [illegible]

30' [illegible]

[illegible] allow [illegible] based
[illegible]

Full [illegible] necessary
[illegible] TO &
[illegible]
[illegible] immediately [illegible]
[illegible]

[illegible] /72

HEETS

otion

rary Protection And
tion Of Traffic
Layer Pavement Const.
aches

Rail

te Headwall

Overall Length Of Project-9.1 Miles

MIDLAND
THE

FED ROAD Div No
10

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

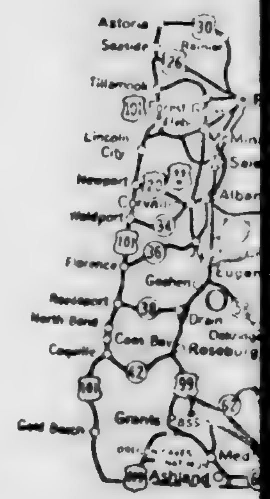
PLANS FOR PROPOSED PROJECT

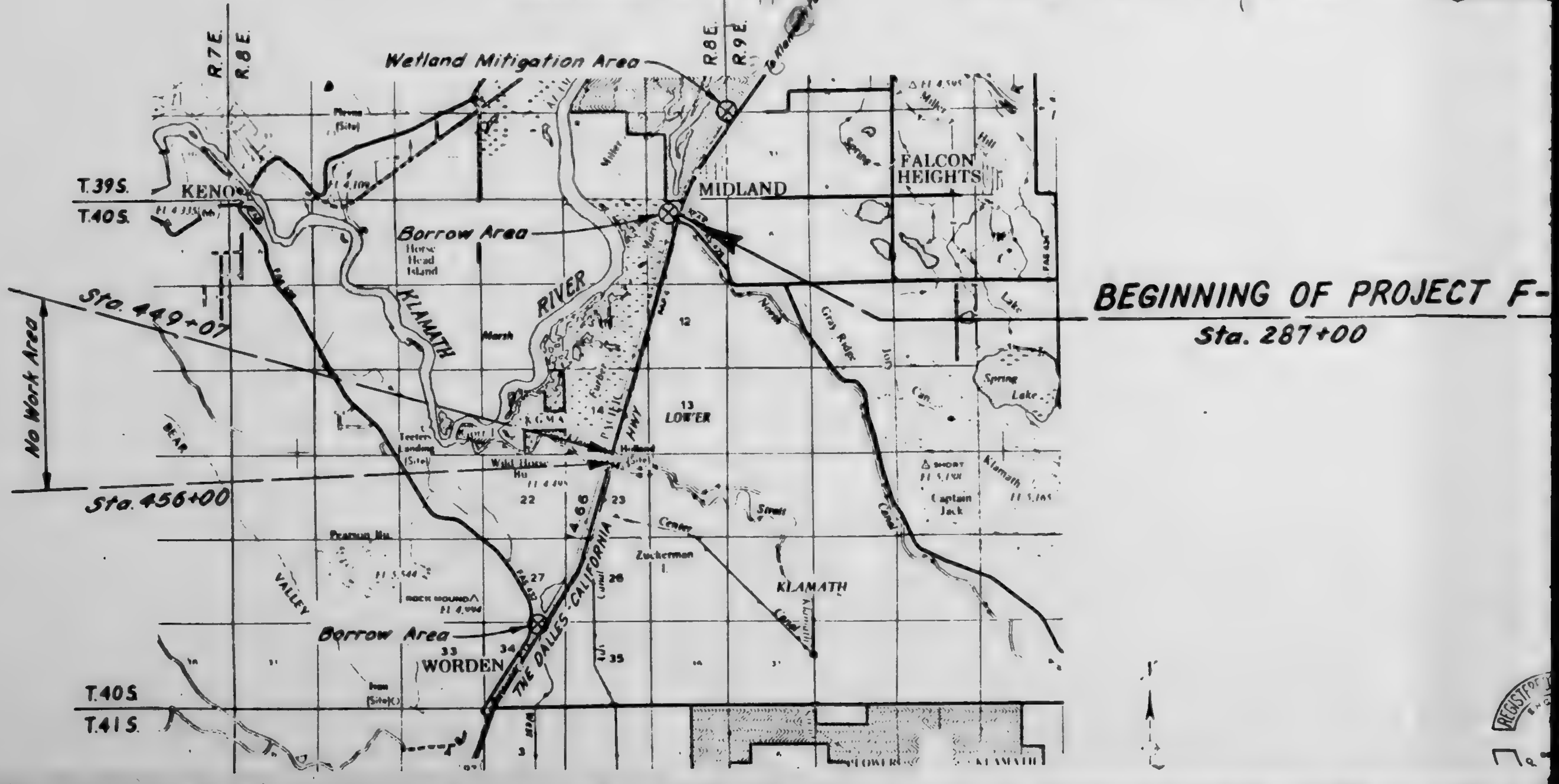
GRADING & PAVING

MIDLAND – CALIFORNIA STATE LINE SEC.

THE DALLES – CALIFORNIA HIGHWAY

KLAMATH COUNTY
MARCH, 1982





15V-256

MIDLAND~ CALIFORNIA STATE LINE SEC. THE DALLES - CALIFORNIA HIGHWAY KLAMATH COUNTY					SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER		FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-4-1(13)			See Index

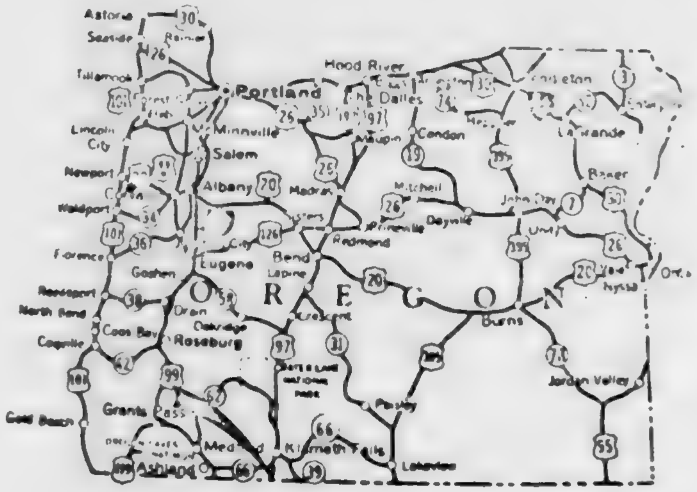
Overall Length Of Project-9.1 Miles

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

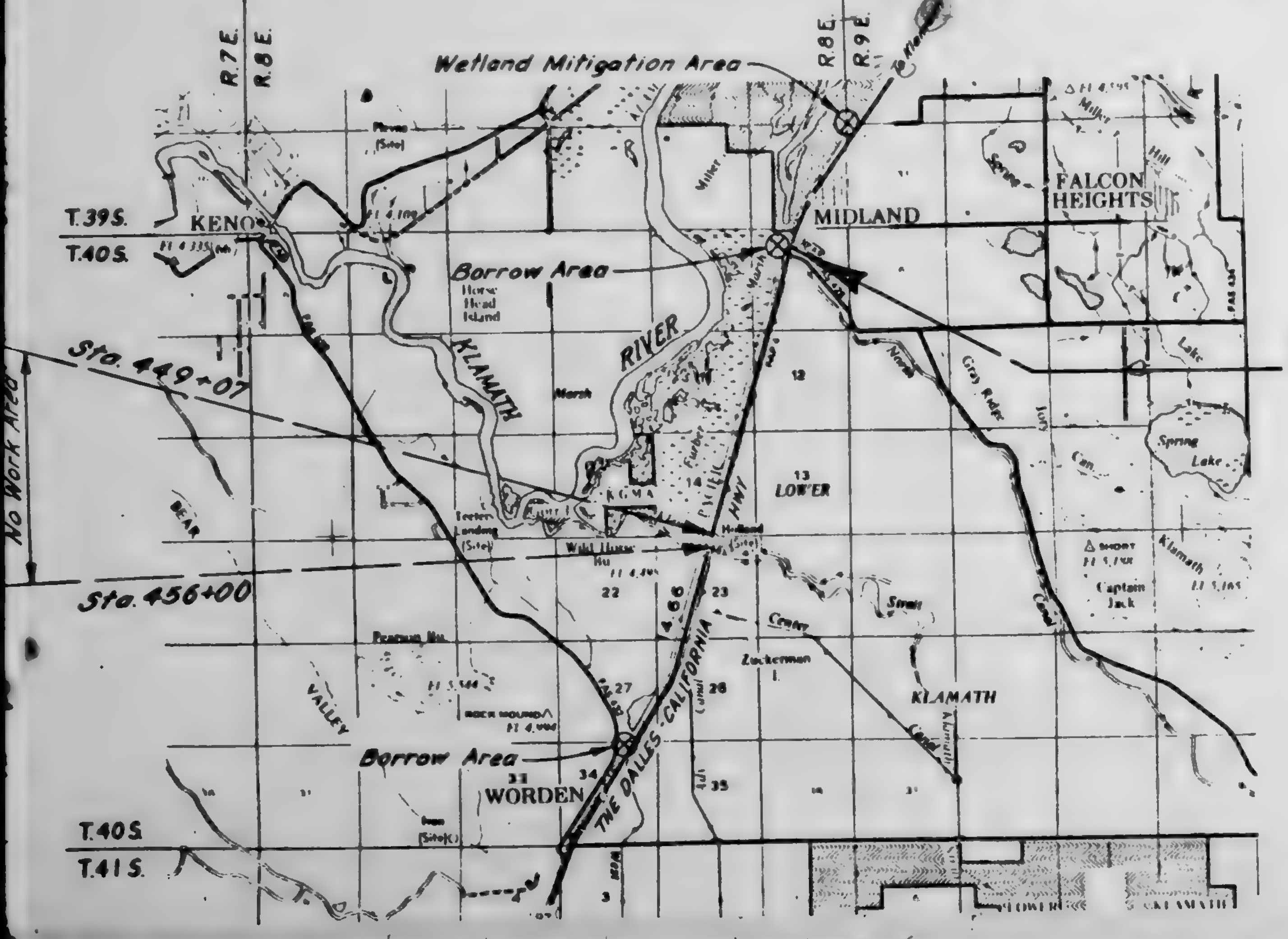
PLANS FOR PROPOSED PROJECT

GRADING & PAVING

MIDLAND – CALIFORNIA STATE LINE SEC.
THE DALLES – CALIFORNIA HIGHWAY
KLAMATH COUNTY
MARCH, 1982



Location of
Proposed [illegible]



BEGINNING OF PROJECT F-4-1(13)
Sta. 287+00

OREGON STATE HIGHWAY DEPARTMENT

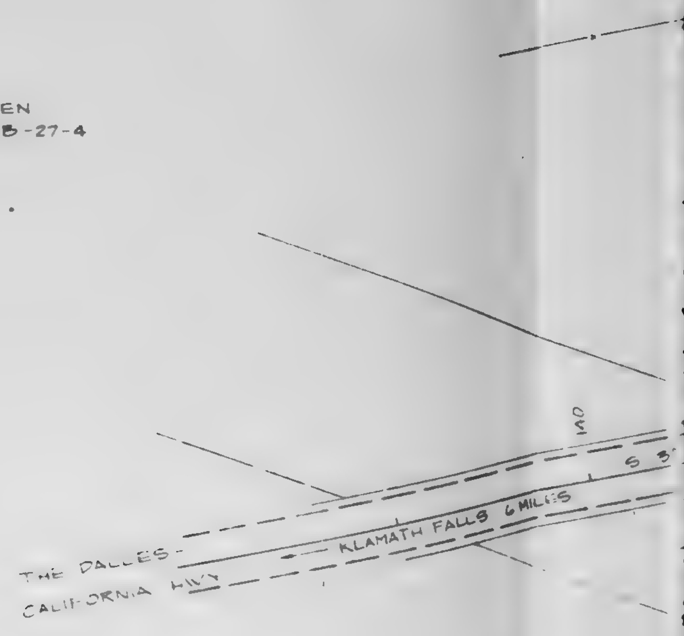
MIDLAND HIGHWAY JCT.

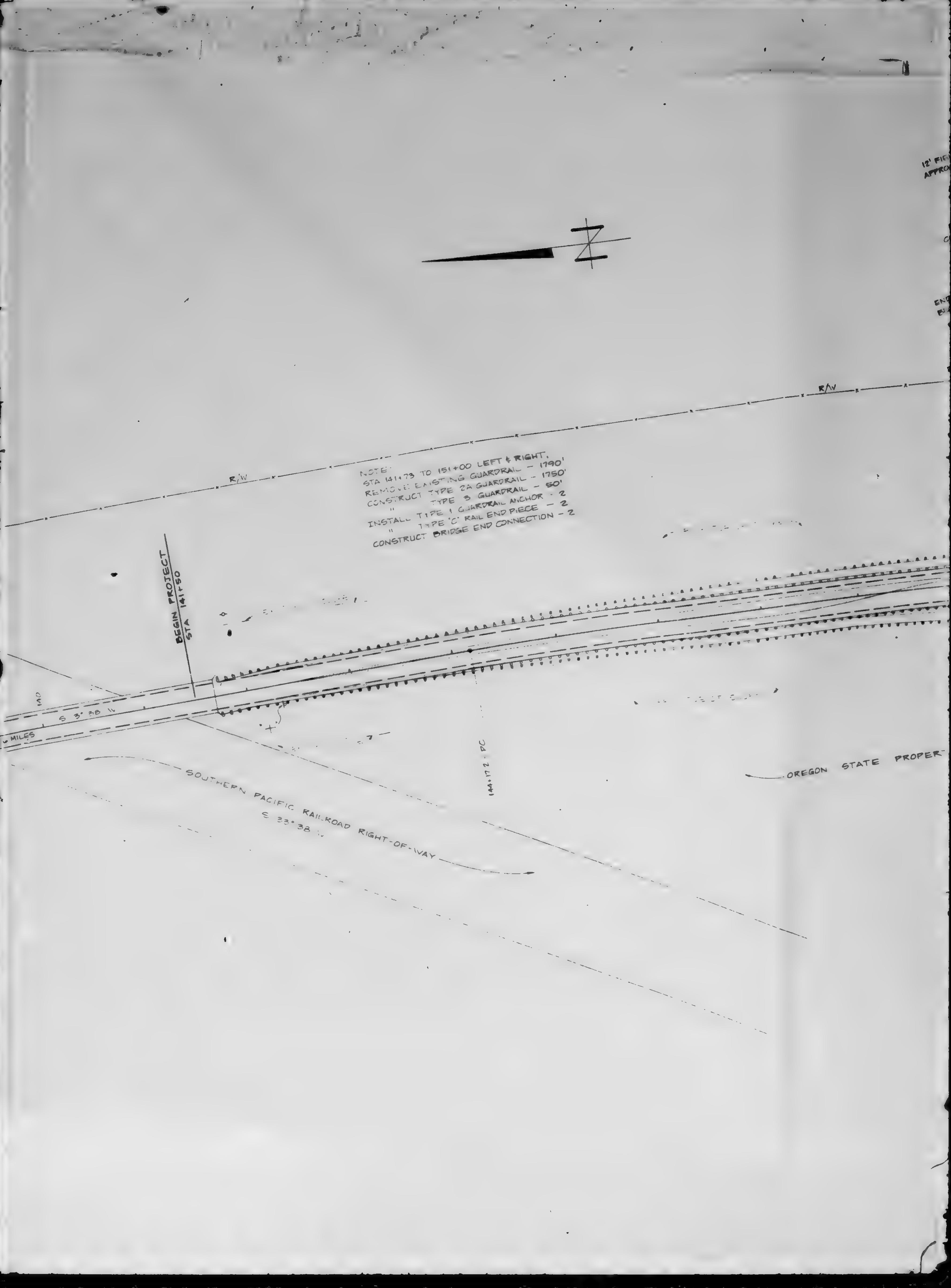
THE DALLES - CALIFORNIA HIGHWAY
KLAMATH COUNTY

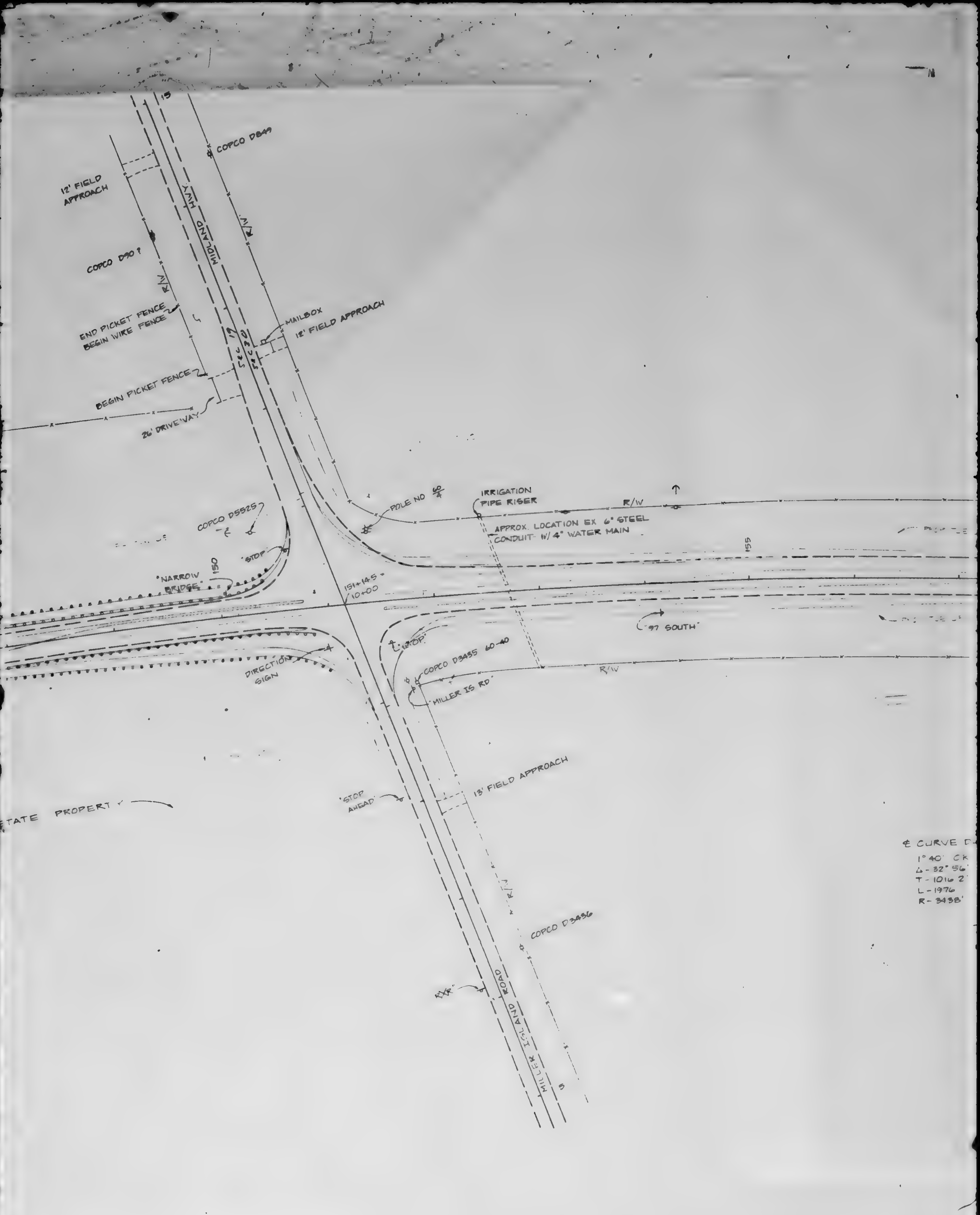
SCALE 1" = 50'
JULY, 1979

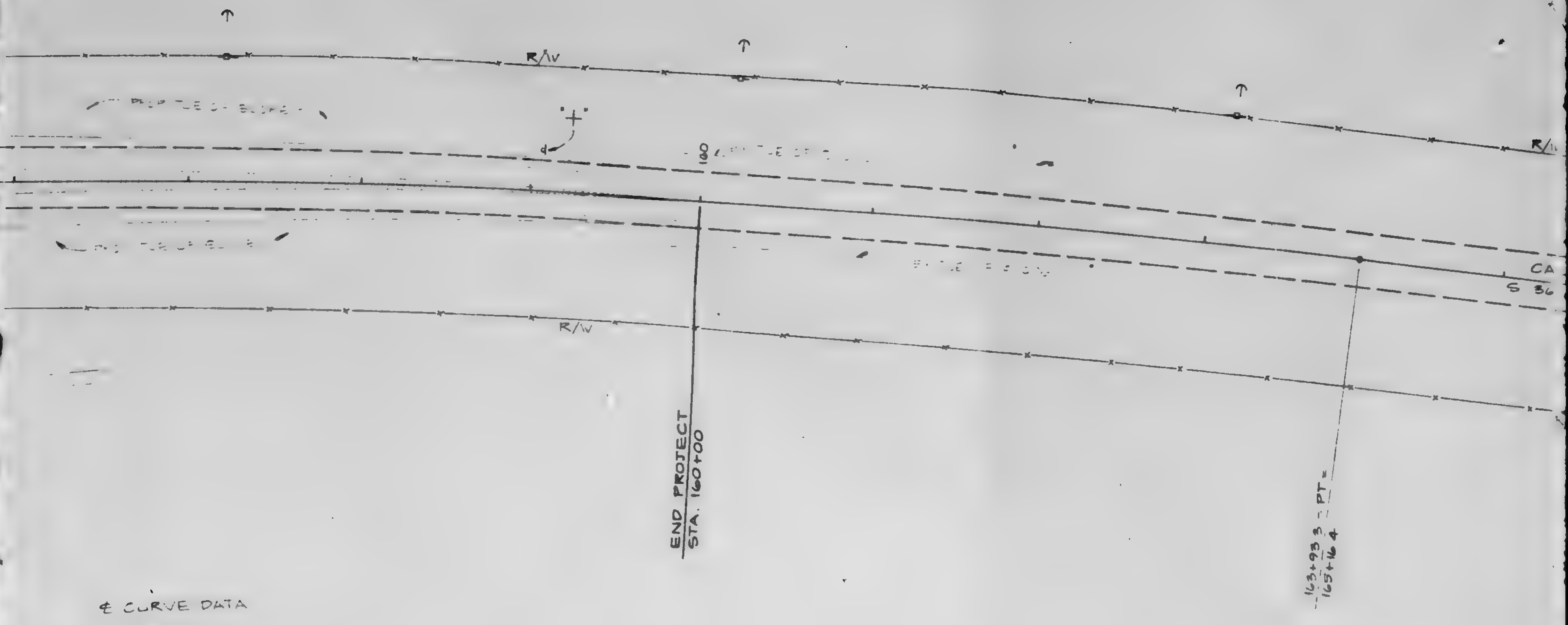
WAYNE F COBINE, RESIDENT ENGINEER

NOTE. DATUM FOR DETAIL MAP TAKEN
FROM RIGHT-OF-WAY MAP NO 4B-27-4

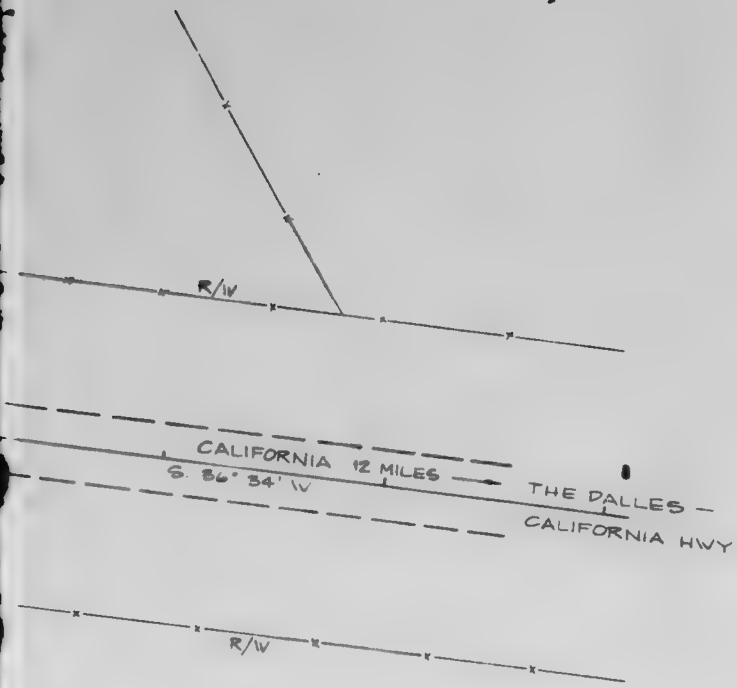



R/W
R/W
NOTE:
STA 141+73 TO 151+00 LEFT & RIGHT,
REMOVE EXISTING GUARDRAIL - 1790'
CONSTRUCT TYPE 2A GUARDRAIL - 1750'
" TYPE 3 GUARDRAIL - 50'
INSTALL TYPE 1 GUARDRAIL ANCHOR - 2
" TYPE 'C' RAIL END PIECE - 2
CONSTRUCT BRIDGE END CONNECTION - 2
BEGIN PROJECT
STA 141+50
140
S 3° 38' W
MILES
144+17.2 PC
SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY
S 33° 38' W
OREGON STATE PROPER


15
COPCO D849
12' FIELD APPROACH
MIDLAND HWY
R/W
COPCO D90 ?
R/W
END PICKET FENCE
BEGIN WIRE FENCE
SEC 19
SEC 30
MAILBOX
12' FIELD APPROACH
BEGIN PICKET FENCE
26' DRIVEWAY
POLE NO 60/4
IRRIGATION PIPE RISER
R/W
APPROX. LOCATION EX 6" STEEL CONDUIT W/ 4" WATER MAIN
155
COPCO D5525
'STOP'
'NARROW BRIDGE'
150
151+14.5 =
10+00
'97 SOUTH'
'STOP'
COPCO D3435 60-40
'MILLER IS RD'
R/W
DIRECTION SIGN
13' FIELD APPROACH
'STOP AHEAD'
TATE PROPERTY
℄ CURVE D
1° 40' CK
Δ - 32° 56'
T - 1016.2'
L - 1976
R - 3438'
R/W
COPCO D3436
RXR
MILLER ISLAND ROAD
5



℄ CURVE DATA
1°40 CK
Δ - 32° 56'
T 1016 2
L - 1976
R - 3438'


R/W
CALIFORNIA 12 MILES →
S. 86° 34' W
THE DALLES –
CALIFORNIA HWY
R/W

STATE COPY

1402

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Klamath	**DIVISION** Oregon
DATE OF INSPECTION May 7, 1982	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** F-4-1(13)

IN COMPANY WITH B. Hatcher, Project Manager, R. Pool, Region 4 Construction Engineer, D. Glenn, Quality Control Supervisor, OSHD.

LOCATION Approximately 7.4 miles south of Klamath Falls, Klamath County, Oregon, and extending approximately 9.1 miles southerly on U.S. 97 to the California State line.

CONTRACTOR NAME AND ADDRESS
R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701

AWARD DATE March 30, 1982	**CONTRACT AMOUNT** $2,594,875.00	**TIME ALLOWED** 400 calendar work days	**TIME STARTED** April 10, 1982	**WORK STARTED** March 30, 1982
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 7	**WORK COMPLETED** 3	

RECEIVED
STATE HWY ENGR
MAY 25 '82
REFER TO
FOR
Info. | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

REMARKS

MIDLAND-CALIFORNIA STATE LINE SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading and Paving

This project provides for widening the existing highway to provide for 2-12' travel lanes and 8' shoulders on this 9.1 mile section of The Dalles-California Highway.

Work Completed

The contractor has essentially completed the rough grading work necessary for the roadway widening and has placed the surcharge. The surcharge was completed within the allowable cutoff date for this work.

Work in Progress

The contractor was completing the subgrade embankment compaction near the north end of the project and was excavating for the wetlands mitigation work Stations 218 to Station 228.

Comments

The contractor is having difficulty obtaining compaction on the top lift of the embankment in some areas. It appears the top of this lift in these areas may have lost moisture and crusted over before compaction of

(continued)

the entire lift was complete. Some ripping and reprocessing of the lift may be required before compaction can be obtained in these areas.

Contractor and State personnel met on Thursday regarding the statistical quality assurance specifications for the base aggregates and the paving materials. The specifications were thoroughly discussed. A local commercial supplier, Stukel Rock Products, will be producing the aggregates and the AC hot mix for the project. Mr. Hatcher is working closely with the supplier to implement the statistical testing procedure.

Project signing was reviewed and was found to be adequate.

Cleanup of the borrow area near the south end of the project is nearly complete. The cleanup of the borrow area at the north end of the project will be completed as the project progresses.

The contractor will do some shaping work on the traffic side of the surcharge in several areas to make the surcharge slope more acceptable to the southbound traffic.

9452

L.

March 8, 1982

CON

Arthur B. Woods, President
Harney Rock and Paving Co.
P. O. Box 800
Hines, OR 97738

With reference to your letter of February 26, it is my understanding that Ed Hunter has discussed the Midland-California State Line project with you.

It seems appropriate that we proceed with our plans as advertised and open bids on the project on March 25. I sincerely hope you are able to obtain an early resolution by Klamath County.

H. S. Coulter
State Highway Engineer

HSC:ia

cc E. S. Hunter

bc R. N. Bothman
Dale D. Allen

HARNEY ROCK AND PAVING CO.
P. O. BOX 800
HINES, OREGON 97738
PHONE 573-7855

February 26, 1982

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
State of Oregon
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Please be advised we have this date received the final opinion and order of the Land Use Board of Appeals regarding LUBA No. 81-129.

This case is an appeal to LUBA by Vernon Gearhand et el, Petitioners, of the Conditional Use Permit granted by the Klamath County Board of Commissioners to James [illegible] and Allison [illegible] to quarry and crush rock on a parcel between Merrill and Worden, Oregon. The matter has been remanded back to the Klamath Board of Commissioners for a second time, for further proceedings and a hearing. The permit has not been denied.

The matter is scheduled for a hearing in mid March. March 30th We can only speculate the the Board will again rule to issue the permit. They have done so twice, their road department being on record that there is a need for a hard rock quarry in this area that will meet State and County Specifications. This quarry does meet your specifications.

Our attorney is requesting an earlier hearing this week. We will keep you advised of dates and proceedings.

We thank you for your patience and understanding regarding this permit. Should the Midland-Calif. Line project come for bid in April, or later, we are confident we will have the permit and can offer the Commission a very competitive bid.

Very truly yours,

Harney Rock & Paving Co.

[illegible]
President

Called 3-4-82 1:37 PM Advised Woods we are firm on March 25th. He is going to put heat on County to move up hearing to before bid opening. He found out before this call that the hearing had be delayed from March 30 to April 5th.
[illegible]

RECEIVED
TECHNICAL SERVICES
MAR 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3-1
ref.

RECEIVED
STATE HWY ENGR
MAR 1 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

HARNEY ROCK AND PAVING CO.
P. O. BOX 800
HINES, OREGON 97738
PHONE 573-7855

February 26, 1982

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
State of Oregon
Transportation Building
Salem, Oregon 97310

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The matter is scheduled for a hearing in late March. We can only speculate the the Board will again rule to issue the permit. They have done so twice, their road department being on record that there is aneed for a hard rock quarry in this area that will meet State and County Specifications. This quarry does meet your specifications.

Our attorney is requesting an earlier hearing this week. We will keep you advised of dates and proceedings.

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Very truly yours,

Harney Rock & Paving Co.

Arthur B. Woods
President

RECEIVED
STATE HWY ENGR

MAR 1 '82

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

3-1
ey

9452

2,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1981

In Reply Refer to
File No.:

District Engineer
Department of the Army
San Francisco District, Corps of Engineers
211 Main Street
San Francisco, CA 94105

Attention: Mr. Paul Portch
Regulatory Functions Branch

Dear Mr. Portch:

Application No. 14151N80

By letter dated 22 September 1981, Mr. Michael A. Morstad, District Manager for the Klamath Vector Control District, objected to the wetland mitigation proposed on our Midland-California State Line.

Enclosed is a copy of a letter from Mr. Morstad dated 19 October 1981 withdrawing his objections providing that the ponds and trenches are constructed 2 feet deeper for a total depth of 4.5 feet. As stated in his letter, Mr. Rod Ingram of the Oregon Department of Fish and Wildlife approved of the proposed change, and on this date, Mr. Roger Vorderstrasse of the U.S. Fish and Wildlife Service was contacted by telephone and approved the change in design.

Our design section is in the process of revising the plans to conform to the change requested by Mr. Morstad.

If you need further information, please contact Mr. Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 378-6265.

Sincerely,
ORIGINAL SIGNED BY
FRANK E. TERPIN
Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
OCT 27 '81
REFER TO
FOR
Info Inves R/D D/R Sign Apl File

FET:DEK:ge
Enclosure

bc E. S. Hunter G. Potter
J. H. Versteeg D. Allen

Form 734-3122

[illegible] 2.

TECHNICAL SERVICES BRANCH DES 22

Dale Allen
Region IV Engineer

October 13, 1981

E. S. Hunter
Assistant State Highway Engineer

Tunnel Liner Extension
Midland-California State Line
The Dalles-California Highway
Klamath County

Attached is one copy of Specifications 20-C0135 and Supplemental Notice No. 1, which are approved and have been signed as requested in your October 9 letter.

Attachments

cc Walt Hart

JMT:jrb ja

SPECIFICATIONS No.20-C0135

HIGHWAY 97 SIPHON EXTENSION

LOWER KLAMATH LAKE DIVISION
KLAMATH STRAITS UNIT
KLAMATH PROJECT-OREGON—CALIFORNIA

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Reclamation

10.13.81
E S Hunter
Asst. State Highway Engr.

IMPORTANT NOTICE

ACKNOWLEDGE RECEIPT ON BID FORM

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

APPROVED 10-13-81
Asst State Highway Engr

Specifications No. 20-C0135
Supplemental Notice No. 1

Sacramento, California 95825
September 25, 1981

To all prospective bidders under Specifications No. 20-C0135, for Highway 97 Siphon Extension, Klamath Straits Unit, Lower Klamath Lake Division, Klamath Project, Oregon-California, for which bids will be received at the office of the Bureau of Reclamation, 6600 Washburn Way, Klamath Falls, Oregon 97601, until 10:00 a.m. local time at the place of bid opening, October 8, 1981. Bids submitted by mail should be addressed to the Bureau of Reclamation, P.O. Box R, Klamath Falls, Oregon 97601.

A. Bid opening time is not extended.

B. The following pages in the text of the specifications are deleted and the attached revised pages are substituted therefor:

Remove pages	Insert revised pages
BIDDING SCHEDULE	BIDDING SCHEDULE
17&18	17&18
31 thru 34	31 thru 34a & b
39 thru 50	39 thru 50

C. The following drawing is deleted and the same-numbered drawing, revised as shown, print of which is attached, is substituted therefor:

(2) 12-208-539

D. For convenience, essential changes on the revised specifications pages are indicated by the symbol * in the margins before and after lines or paragraphs changed from the previous issue. However, all portions of the revised specifications pages shall apply whether changes thereon have or have not been indicated.

E. If you have given your copy of the specifications to someone else, please forward this notice also.

F. Bids submitted must be in accordance with this notice. Acknowledge receipt of this notice by listing the number and date in the space provided on the back of the Bid Form (Standard Form 21). If bid has been mailed, acknowledge receipt of this notice in writing (by mail, by telegram, or otherwise), to be received at bid opening office prior to the time set for opening of bids. (All attachments hereto which are necessary for completing the bid must be included with the bid.) Failure to acknowledge this notice may result in rejection of your bid.

10-12-81

Walt Hart

Please quickly review and R/D a reply.

Ed.

File

RECEIVED
[illegible]

18-1462

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: October 9, 1981

FROM: Dale D. Allen
For Region Engineer

SUBJECT: Tunnel Liner Extension
Midland-California State Line
The Dalles-California Highway, Klamath County

Enclosed is one (1) copy of specifications 20-C0135 and Supplemental Notice No. 1 from the Bureau of Reclamation for adjusting their facilities on subject project. Their facilities are on state highway right of way as per Crossing Agreement No. 14-06-200-8449A. This agreement calls for the State Highway Engineer or his duly authorized representative to approve plans for construction as listed on page 4 and 5 of this agreement. (copy attached)

Resident Engineer Wayne Cobine and District Engineer John Gunter have reviewed plans and specifications and made comments on attached letter.

We need your signature on their plans/specifications 20-C0135 and Supplemental Notice No. 1 as per Wayne Cobine's letter to Project Engineer Dan Fults.

If these are approved, return them to us and we will forward them to Bureau.

DDA:ROH:mr

cc: Cobine
Gunter
Cartwright

enclosures
Crossing Agreement 14-06-200-8449A
Specifications 20-C0135
Supplemental Notice No. 1
Cobine's Letter of Review

RECEIVED
TECHNICAL SERVICES
OCT 10 '81
REFER TO
FOR
Info | Invest | R/D | D.K | Sign | Act | File

NOTED
L. L. WALLACE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
2557 Altamont Dr. Klamath Falls, OR. 97601

September 5, 1981

In Reply Refer to
File No.:

Dan M. Fults, Project Manager
U.S.D. of the Interior
Bureau of Reclamation
P.O. Box "R"
Klamath Falls, OR. 97601

Re: Highway 97 Widening,
Klamath Straits Drain
84 inch Siphon
Klamath Project, Ore.-Cal.

Dear Mr. Fults;

A review of Specifications 20-CO135 furnished to Mr. Havig of the Oregon Department of Transportation and Supplemental Specifications dated 9/24/81 have been reviewed as requested.

Section 1.5.4 - Safety of the Public: An appropriate speed sign would be 45 MPH. The 4 sign as noted should be mounted on solid posts 7 feet above pavement grade. Additional temporary signs such as "Be Prepared to Stop" and "Flagger Ahead" when used can be mounted 1 foot above pavement grade providing the signs are equiped with high level flags.

The temporary guardrail shull have reflective buttons every 12¼ feet along rail facing on-coming traffic.

Any temporary striping and installation of temporary guardrail shall be approved by John L. Gunter, District Engineer, or myself.

In addition to section 2.1.3, or what ever section, it should be noted that, Upon Completion, Highway 97 shall be returned to original grade.

The specifications 20-CO135 and supplement dated 9/24/81 are acceptable with the above changes.

Very truly yours,

Wayne Cobine

Wayne F. Cobine,
Resident Engineer

Copy to Cartwright

cc: John Gunter
Dick Havig
Dale Allen

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE OCT 6 1981 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 30, 1976
Salem, OR 97310

FILE: ROW 18-4

#18

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Bureau of Reclamation-State Crossing Agreement
Klamath Project
Klamath County
Miscellaneous C&A 5943
U.S. Contract No. 14-06-200-8449A

Attached is a fully executed copy of subject Agreement setting up basic guidelines for the crossing of each other's facilities on the Klamath Project in Klamath County.

By a copy of this letter photocopies of the Agreement are being distributed as indicated below:

Jack Sollis
J. F. Hagemann
C. M. Williams
John L. Gunter - (under separate cover)
John Holcomb

PGP:jr
Attach.

RDE RE RME RES RPE
RTE RECEIVED
RUE JAN 4 1977 RDE
RSO REGION 4 RBE
ASSIGNED____________

9452

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-1(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10172

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
Midland - California State Line Section

11. GENERAL DESCRIPTION OF WORK
High type paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Railroad Protective Services	$1,900
Perm. & Temp Striping S.F.	$10,000
Temporary Erosion Control	$2,000
State Furnished Guardrail	$1,320
on the job training	$1,600
Asphalt Cement Adjustment	$98,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/18/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,814,157 Federal Funds $3,363,322.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project.)

Engr w/att.
10 6 81

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Mechling
FOR
Info Inves R/D D/R Sign [✓ Act] File

14. DATE 9/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9158

2.

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT
DEPT. TELEPHONE

TO: FILES

DATE: September 16, 1981

DEKeyes

FROM: Donald E. Keyes
Federal Projects Liaison Engineer

SUBJECT: Section 404 Permit
Midland-California State Line
The Dalles-California Highway
Klamath County

On August 5, 1981, an application for a section 404 permit for mitigation of wetland that will be destroyed by widening of the above project was sent to the San Francisco District, Corps of Engineers. After the application was sent, a reevaluation was made and a better solution was developed that has the verbal approval of the local representatives of the State and Federal Fish and Wildlife agencies. The revised plan information was sent to the Crops of Engineers in the form of a letter of explanation and revised drawings on September 10, 1981.

On September 15, 1981, I telephoned Mike Murphy, Regulatory Functions Branch, Corps of Engineers in San Francisco to discuss the permit application and request that they expedite the processing of the application. While we were talking on the telephone, he rewrote the public notice and said that he would have the notice rewritten and sent within a couple days. He also said that he would put a 15-day notice period instead of the usual 30 days. As soon as the notices are received, it will be my responsibility to contact the various agencies and request that they respond as soon as they can. In following through in this manner, it is possible that we could have the permit within 30 days; however, if any of the concerned agencies have a problem with our proposed solution, it will take longer.

DEK:ge

cc E. S. Hunter
J. H. Versteeg
F. E. Terpin

RECEIVED
TECHNICAL SERVICES
SEP 16 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9452

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 10, 1981

In Reply Refer to
File No.:

District Engineer
Department of the Army
San Francisco District, Corps of Engineers
211 Main Street
San Francisco, CA 94105

Attention: Mr. Paul Portch
Regulatory Functions Branch

Dear Sir:

APPLICATION NO. 14161N80

Enclosed are revised drawings for wetlands mitigation on our proposed Midland-California State Line project on The Dalles-California Highway, U.S. 97.

After submitting our application on August 5, we reevaluated our proposed mitigation and found a solution that should be better for all agencies. Our Resident Engineer, Wayne Cobine, worked with Rod Ingram of the Oregon Department of Fish and Wildlife and Bob Field of the U.S. Fish and Wildlife Service to develop the solution which consists of constructing a series of potholes and a trench on existing State Highway right-of-way. The area is located approximately one mile north of Midland on the westerly side of The Dalles-California Highway between the highway and the Southern Pacific Railroad.

The potholes will be approximately 60 feet across and the open trench will have a four-foot bottom width and will be approximately 1,000 feet long. The potholes and trench will be excavated to a variable depth which will furnish approximately 30,000 cubic yards of material that will be placed in the embankment for the highway widening. This proposal will cover approximately 4.25 acres and will replace approximately 3.9 acres of wetlands.

As indicated in our original application, approximately 1.7 acres of wetlands will be developed by excavating intermittent 10-foot wide strips two feet deep within existing highway right-of-way along the project.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 503/378-6265.

Sincerely,

Frank E. Terpin
Location Engineer
by Donald E. Keyes
Donald E. Keyes
Federal Projects Liaison Engineer

RECEIVED
TECHNICAL SERVICES
SEP 10 '81
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

Encl.
cc E. S. Hunter D. Trout
G. Potter w/att

Form 734-3122

Geary Ranch – .845 – 6-3 mi. –
Midland – N. Unit 5 mi. – 2.745 M
S. Unit – 4 mi. – .755 M

8/26/81
9:30 a.m.

Representative Bob Kennedy of Klamath Falls phoned (882-4843) regarding the projects that possibly could go with the additional Federal money. Rep. Kennedy has talked to John Gunter...he had nice things to say about John...and thought it would be a good idea to talk to you and ask if you could give emphasis to the Orindale Draw Overlay project. The contractors in the area know it is ready ... everything in place, ready to go. He is thinking of the economy of the Klamath Falls area, and would like to see this project soon. The other two projects being considered for the area...Highway 97 north of the California border has quite a little work because of the wetland situation. And, the Hwy. 140 will undoubtedly go, but in that area, would go to Medford people.

He said it wasn't necessary to call him back.

Mike Huddleston called and indicated we could expect some local pressure to change Midland–Calif. State Section to Geary Ranch – Green Spgs. overlay. –

Midland - California Line, North Unit
The Dalles - California Hwy
Klamath County

Project Status Report of Existing Hwy
MP 283 to MP 288

ADT 2056

Truck ADT 41% = 843

Accident Rate *1.64

Pavement Condition Poor

Pavement widths:
Extg 30' (12' & 3')
Proposed 40 (12' & 8') overlay 6"

Length 5 miles

Estimated Cost $ 2,945,000

* Jan 1976 to June 1979
4 Fatal accidents with 9 Killed
8 accidents with 14 injuries

Midland - California Line, South Unit
The Dalles - California Hwy
Klamath County

Project Status Report of Existing Hwy
MP 288 to MP 292

ADT 2056

Truck ADT 41% = 843

Accident Rate 1.12

Pavement Condition Fair

Pavement Widths:
Exty 40' (12' & 8')
Proposed 40' (12' & 8') Overlay 4"

Length 4 miles

Estimated Cost $755,000

9452

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: FILES

DATE: August 6, 1981

DEK

FROM: Donald E. Keyes
Federal Projects Liaison Engineer

NOTED
S HUNTER

SUBJECT: Section 404 Permit and Wetland Mitigation
Midland-California State Line Section
The Dalles-California Highway
Klamath County

On July 13, 1981, notices that we proposed to cover the above project under our General Permit, from the Corps of Engineers for Section 404 involvement, were sent to the various agencies as required by that permit. On July 30, 1981, Jerry Simpson of the Corps of Engineers telephoned to say that the wetland involvement was too great to cover under our General Permit and that an individual permit would have to be processed through the San Francisco office of the Corps of Engineers.

On July 31, 1981, Dave Sill of the U.S. Fish and Wildlife Service telephoned that he was working on a way to mitigate the wetland loss by turning the money that was to be set-up in the contract for that purpose over to the U.S. Forest Service. The Forest Service would use the money to esablish or improve some wetlands in the area of Klamath Marsh some 70 miles north of our proposed project. Mr. Sill said that he would probably get some opposition within his organization but thought that he could overcome the opposition.

My response was that I would have to discuss this proposal with persons within the Highway Division if and when this was officially advanced as a valid proposal and had approval of the Oregon Department of Fish and Wildlife. I further informed Mr. Sill that an individual Section 404 permit would have to be processed through the San Francisco office of the Corps of Engineers and the project could not be contracted as scheduled.

DEK;ge

cc E. S. Hunter
J. H. Versteeg
Dale Allen
Gary Potter
Frank Terpin

RECEIVED
TECHNICAL SERVICES
AUG 7 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials

9452

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 5, 1981

In Reply Refer to
File No.

District Engineer
Department of the Army
San Francisco District, Corps of Engineers
211 Main Street
San Francisco, CA 94105

Attention: Regulatory Functions

Dear Sir:

Enclosed is an application for a Department of the Army permit for placement of embankment material in wetlands on our proposed Midland-California State Line Section of The Dalles-California Highway. Also enclosed are drawings and copies of our Environmental Assessment.

We have worked very closely with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service through all phases of planning and the preparation of the Environmental documents. At present, the consensus is that the entire wetlands being destroyed will require mitigation; however, as indicated in the Environmental Assessment, the nature of the mitigation has not been determined. We are pursuing one proposed mitigating action but it is dependent on acquiring an easement from Southern Pacific Transportation Company. If we do not get the easement, we will have to purchase private land or develop another plan that will have the approval of all interested agencies.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Tranpsortation Building, Salem, OR 97310, telephone 503/378-6265.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
AUG 7 '81
REFER TO
FOR
Info [illegible] R/D [illegible] Sign Act File

FET:DEK:ge
Enclosures

cc E. S. Hunter
D. L. Trout
D. E. Keyes

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145-2-1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92-500 and Section 103 of P. L. 92-532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date
5 Aug 1981
Day Mo. Yr.

3. For Corps use only.

4. Name and address of applicant.
Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (508 378-6883
A/C ( )

5. Name, address and title of authorized agent.
Donald E. Keyes, Fed. Projects Liaison Engr.
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (503 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float-supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

The proposed project is to widen and resurface a section of The Dalles-California Highway, U.S. 97 to provide a safer highway and room for vehicles to get out of the travel lanes in emergencies. The project begins approximately 0.5 miles south of Midland and ends at the Oregon/California state line. The northerly 5.5 miles includes widening of the roadway on the westerly side (cont)

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Attention: LeRoy Hummel
Telephone 503/228-8181 Est. 245

8. Location where proposed activity exists or will occur.

Address:
The Dalles-California Highway
Street, road or other descriptive location
Near Midland & Klamath Falls
In or near city or town
Klamath Oregon
County State Zip Code

Tax Assessors Description: (If known)

Map No.	Subdiv. No.	Lot No.
*	40S	8E
Sec.	Twp.	Rge.

* Sections 1,11,12,14,23,26, 27 and 34

9. Name of waterway at location of the activity.
Wetlands between Southern Pacific Railroad and The Dalles-California Highway, U.S. 97

ENG Form 4345, 1 OCT 77 Edition of 1 Apr 74 is obsolete.

10. Date activity is proposed to commence. ~~Fall of 1981~~

Date activity is expected to be completed Summer of 1983

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO
If answer is "Yes" give reasons in the remark section. Month and year the activity was completed ______________. Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
None				

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

between the Southern Pacific railroad and the highway. The widening will fill out into wetlands 12 to 15 feet the full length of the 5.5 miles. Approximately 5.6 acres of wetlands will be destroyed and it has been determined that the entire 5.6 acres will have to be mitigated. Approximately 1.7 acres will be replaced by excavating 10-foot strips within the highway right-of-way. The rest of the wetlands will be replaced by trenching a section 2 miles long, 15 feet wide and 2 feet deep on Southern Pacific property if they will grant an easement. If they will not grant the easement, other land will be purchased to replace the wetland or some other mitigating action will be taken that will satisfy all interested agencies. The embankment required for the widening will be a granular type material and will be approximately 50,000 cubic yards of which approximately 12,000 cubic yards will be placed below the water level. There will be approximately 15,000 cubic yards of surcharge that will be removed from those areas where it was used to accelerate settlement and disposed of in a manner satisfactorily to all interested agencies. The excavation to replace the wetland is estimated at 22,000 cubic yds. Equipment that will be used are bulldozers, scrapers, trucks, graders and other misc. equipment.

15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.

9152

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
OREGON PROJECT F-4-1( )

Midland-California State Line
The Dalles-California Hwy
Klamath County

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

This project will involve new construction in approximately 5.6 acres of existing wetlands. As documented in the environment assessment, this impact is unavoidable. Mitigation measures will include, among others, creating approximately 1.7 acres of wetlands within the highway right of way, and the provision for the replacement of the remaining approximately 3.9 acres in the Klamath Falls area.

These mitigation measures have been established through coordination with the Oregon Department of Fish & Wildlife and the U. S. Fish and Wildlife Service.

7-29-81	E J Valach	Prgm Development Engr
Date	Responsible Official	Title

9452 2

STATE OF OREGON
HIGHWAY DIVISION

INTERODFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 29, 1981

FROM: Gary A. Potter, Manager Gary A. Potter
Environmental Section

SUBJECT: Revised Environmental Assessment
Midland-California State Line
The Dalles-California Highway
Deschutes County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

7-29-81
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:1b

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
C. O. Fredrickson

Contains
Recycled
Materials
81-125-1387

9452

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1981

In Reply Refer to
File No.:

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn K. Hossner
David B. Carter

Dear Sirs:

Midland-California State Line Section
The Dalles-California Highway
Klamath County

The purpose of this Federal Aid project is to widen and overlay a 5.5-mile segment and to overlay a 3.5-mile segment of subject section.

This letter is submitted as documentation that the Oregon Highway Division, through actions by its Interdisciplinary Team 1, has determined that a public hearing is not required for the proposal. This action is consistent with criteria set forth in the Federal Aid Highway Program Manual and the Oregon Action Plan for Transportation, 1980.

Notifying the public of the availability of the Environmental Assessment and State Clearinghouse Review along with continued communications with the Fish and Wildlife Service should provide a sufficient opportunity for public commentary on the proposal.

Respectfully,
ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
JUL 20 '81
REFER TO
FOR
Info Invest N/D D/A Sign Act File

FET:DB:ge

bc E. S. Hunter
D. D. Allen
J. B. Boyd
G. Potter
J. H. Versteeg
W. N. Hackleman

Form 734-3122

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1981

In Reply Refer to
File No.:

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
JUL 24 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

C. S. HUNTER

SUBJECT: General Permit for Fills in Navigable Waters
Section: Midland-California State Line
Highway: The Dalles-California
County: Klamath

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

We hope to take bids on the above project on August 20, 1981 which makes a very tight schedule. The Environmental Assessment with the wetland study has just been completed and we ask that you review the document as soon as possible.

We will contact the various agencies by telephone within a couple of weeks and hope that we can get approval to proceed with the project at that time. If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

RECEIVED
ENVIRONMENTAL
SECTION
JUL 13 198

Referred to
Manager ✓
Proj. Coord. Cam
Res. Coord.
Eng. Coord.
Adm. Asst.
Sec.
File ✓

FET:DEK:ge
Attachment

cc Dale E. Wilken
J. H. Versteeg
W. J. Hart
G. A. Potter
D. E. Keyes

xc Ed Hunter

Form 734-3122

9452

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 13, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10172
Project No. F-4-1 (13)
Midland-California State Line Section
Klamath County

Attached support data consists of PR-1 forms with project maps.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1, 1981.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

DRH/lms
Attachments

cc: D. D. Allen (Region 4)
General Files

9412 2,

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-4-1(-)
Midland-California State Line
Klamath County

Date: July 13, 1981

From: Division Administrator

Reply to Attn. of: HPD-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

To confirm the discussion with Mr. C. Gilmour today, FHWA has determined that a two week public comment period on the environmental assessment for this project is warranted.

This determination considered the safety purpose of the proposed improvement, the nature of the environmental issues involved, the consultation with interested agencies which has been underway, and the critical Federal-aid funding date of August 1, 1981.

Resolution of the wetlands issue within the abbreviated review period will require extra communication efforts with interested agencies.

for Dale E. Wilken

cc:
OSHD (C. Gilmour) Env.

RECEIVED
STATE HWY ENGR
JUL 14 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

7-14
EH

9402

4

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

July 10, 1981

Executive Director
Intergovernmental Relations Division
155 Cottage Street, NE
Salem, OR 97310

RE: Environmental Assessment
Midland-California State Line
The Dalles/California Highway
Klamath County
District No. 11
HES-4-1(7)

In accordance with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), attached are copies of the Environmental Assessment for your review and comment.

Your reply upon receipt of this Environmental Assessment is anticipated within 14 days. The shortened review period is necessary for clearances the Highway Division must receive to be eligible for federal funds to be used on this project.

If you need additional information concerning this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon, 97310.

Sincerely,

ORIGINAL SIGNED BY

Gary A. Potter, Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
JUL 13'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GAP:lb

Attachments (16)

bc: D. E. Wilken
E. S. Hunter
D. E. Swan
Dale Allen
John Gunter

Form 734-3122

9452

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

July 10, 1981

TO REVIEWERS of the Environmental Assessment
Midland-California State Line
The Dalles/California Highway
Klamath County
HES-4-1(7)

This environmental assessment is being circulated for public and agency review. All comments should be returned by July 29, 1981, and mailed or delivered to:

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Very truly yours,

Pam Gilmour/for

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachment

Form 734-3122

MIDLAND-CALIFORNIA STATE LINE

THE DALLES-CALIFORNIA HIGHWAY
US 97

ENVIRONMENTAL ASSESSMENT

FEDERAL HIGHWAY ADMINISTRATION
AND
OREGON DEPARTMENT OF TRANSPORTATION
JULY 1981

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DESCRIPTION OF PROPOSED ACTION

The proposed project is to widen and resurface The Dalles-California Highway, U.S. 97, from approximately one-half mile south of Midland to the Oregon/California border, a distance of about nine miles (See Figures 1 & 2). The northern 5.5 miles of the project would include widening the roadway from its existing 30-foot width to 40 feet. The highway would have two 12-foot travel lanes and two eight-foot shoulders. The existing highway turnouts along the west side of the road would be eliminated. The final 3.4 miles of highway to the California border would include resurfacing of the existing roadway only. The existing 40-foot wide highway surface would remain the same and would match the newer section.

The project would require approximately 76,000 yards of fill material to widen the highway to the west. Three borrow sources have been identified within the project vicinity. One source will be on Oregon State Highway Division (OSHD) property at the north terminus of the project. The other two sources are at the southern end of the widening project and includes OSHD property and some private property.

Approximately 8.7 acres of additional right-of-way would be required from the Southern Pacific Transportation Company. Approximately 5.6 acres of this land consists of wetlands to be filled for the highway widening.

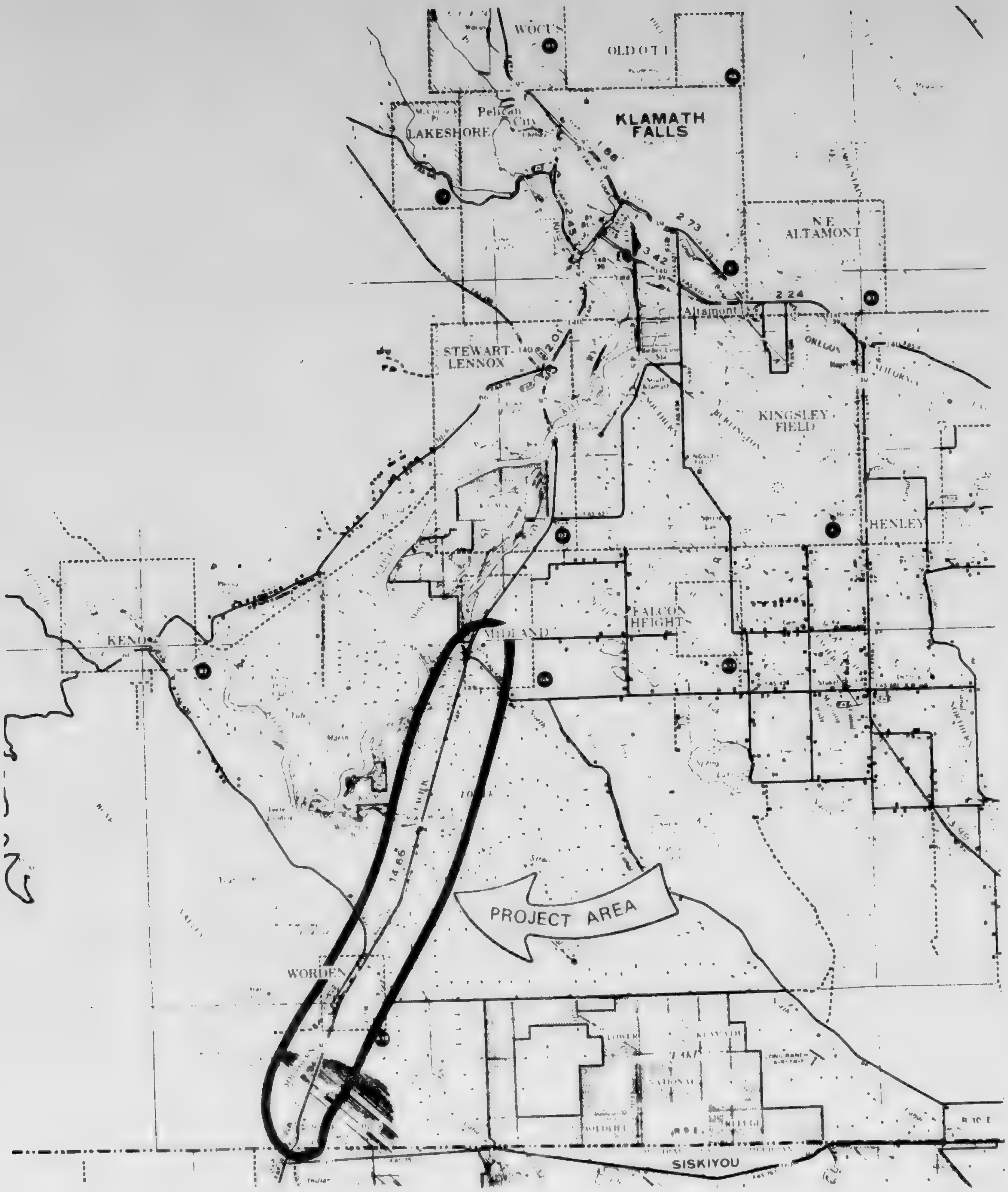
PURPOSE AND NEED

The purpose of the proposed project is to provide a safer roadway where vehicles will have room to pull off the road in emergencies, to provide room for out-of-control vehicles to maneuver, and to resurface the roadway to provide a safer and more maintainable wearing surface.

Winter conditions are often severe in this part of the state. Snow and ice make this highway especially hazardous when a vehicle has an emergency (breakdown or out of control on ice). The existing road is narrow, with standard width travel lanes but only three-foot paved shoulders. Northbound traffic has no room to leave the travel lanes. A guardrail along the east side (northbound) of the highway extends the full length of the proposed widening project and an irrigation canal is located immediately to the east of the roadway. Southbound traffic has several small turnouts in the proposed section; however, most of the section is limited to the three-foot shoulder and guardrail.

The 3.5 mile section at the southern end of the project is in need of an overlay. The roadway is badly cracked and has needed to be resurfaced for some time.

FIGURE 1
PROJECT LOCATION



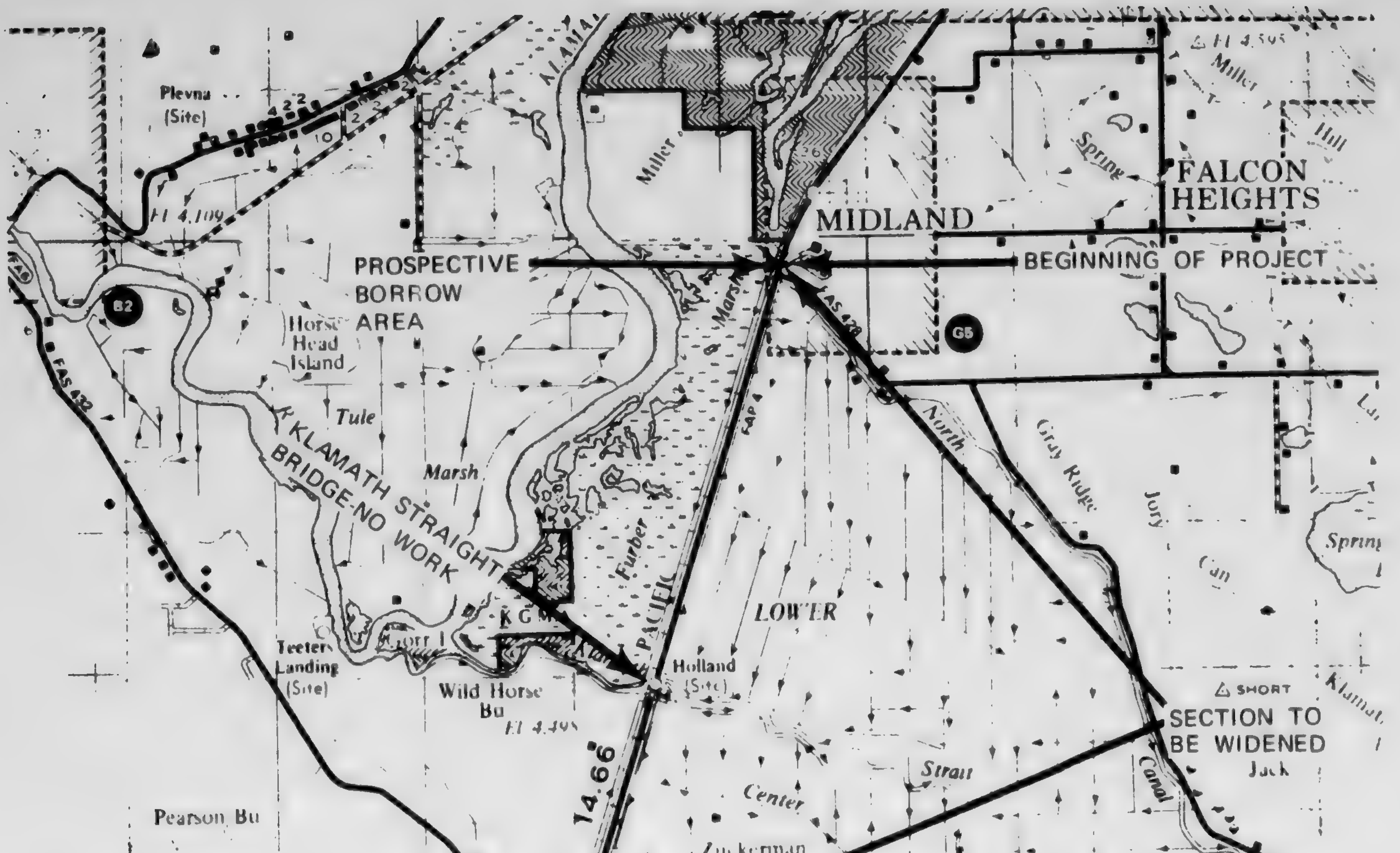


FIGURE 2
PROJECT SETTING

The overall accident rate along this section of highway is not significantly higher than the average for similar Oregon highways. However, the severity of accidents is much more serious. The fatality rate along this section of highway has been substantially higher than the statewide average (See Table 1).

TABLE 1

Motor Vehicle Accident Listing
(M.P. 275.48 to M.P. 291.73)

Year	Accidents	Fatal	Non-Fatal Injuries	# Killed	# Injured
1975	36	3	11	4	22
1976	17	1	6	1	12
1977	24	4	9	12	20
1978	36	-	19	-	32
1979	23	1	8	2	17

	Accident Rate[1] Average		Fatality Rate[2] Average	
Year	Section	State	Section	State
1975	1.84	1.69	20.44	5.30
1976	0.82	1.38	4.82	5.12
1977	1.01	1.43	50.58	5.22
1978	1.41	1.39	-	5.92
1979	0.95	1.42	8.22	5.89

---

[1] Number of accidents that occur in one million miles of travel.

[2] Number of fatalities that occur in one hundred million miles of travel.

ALTERNATIVES

Build Alternative

The Build Alternative is the widening and resurfacing of nine miles of U.S. 97 from Midland, Oregon, to the California border. The first 5-1/2 miles would include widening the highway from 30 feet to 40 feet and provide two 12-foot travel lanes and two eight-foot paved shoulders. The existing section only provides for two three-foot shoulders. The final 3-1/2 miles of the project will involve the resurfacing of the existing 40-foot roadway.

Generally, this alternative would require the filling of from 10 to 15 feet to the west of the highway. Approximately 5.6 acres of wetland would be affected by the fill material. The existing southbound pullouts would be eliminated in the project. Fill material would be acquired from three locations within the project termini (See Figure 3).

Existing highway guardrails would be replaced as a part of the project. The new guardrail would meet current design criteria.

A fill surcharge would be required in some fill areas with the Build Alternative (See Figure 3). In many instances, when a surcharge is required, the surcharge material is used to widen the fill or flatten adjacent slopes; however, to limit the amount of wetlands to be affected, the surcharge material would be removed and taken to a disposal site. This would save approximately 1-1/2 acres of wetlands and cost an estimated $20,000 to $30,000.

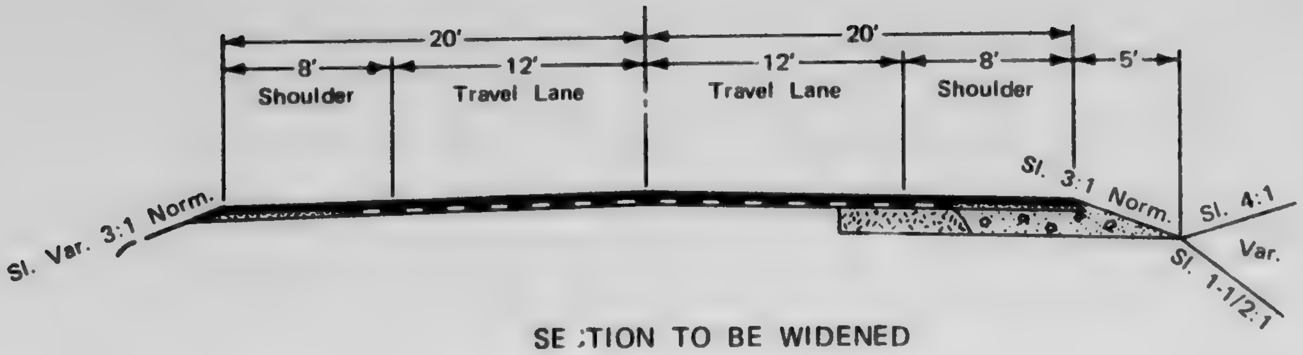
The slope of the fill material would be limited to between 1-1/2:1 and 2:1 ratio. This is the maximum slope possible to insure fill stability without providing a retaining wall which would be prohibitively costly. The steep slopes would keep encroachment into the wetlands to a minimum.

The southern 3-1/2 miles of the project would involve the resurfacing of the existing 40-foot wide roadway. The new widened roadway would match this older section. The new overlay would be asphaltic concrete base, 4-inches thick.

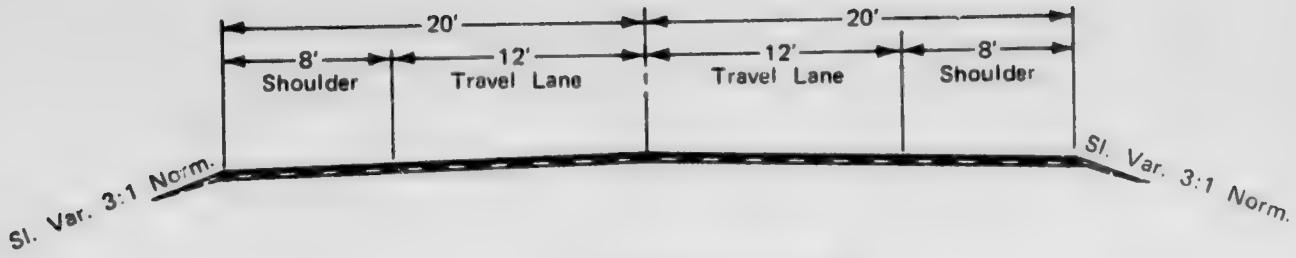
No-Build Alternative

With the No-Build Alternative, the northern 5-1/2 miles of the project would not be widened and would remain a narrow 30-foot roadway with three-feet shoulders. Only routine roadway surface maintenance would be performed. There would not be any provisions for emergency parking or room for a driver to recover from snow and ice sliding. The final 3-1/2 miles of the project would not be resurfaced. The existing poor pavement condition would continue to deteriorate and add to the safety hazards. Most significantly, the overall recognized safety problems associated with this section of highway would not be addressed.

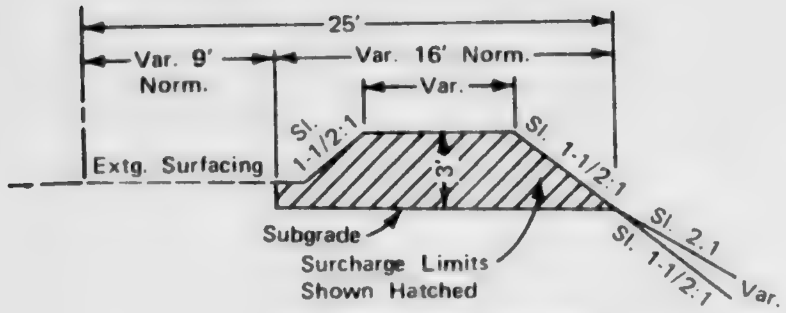
FIGURE 3
TYPICAL SECTIONS



SECTION TO BE WIDENED



RESURFACE SECTON



SURCHARGE DETAIL

Alternatives Considered and Rejected

Several alternatives were considered and rejected.

I. Vehicle Turnouts - Improvement to existing and the addition of more turnouts on the west side of the highway were considered. This proposal would not solve the problem of emergency parking. Vehicles traveling southbound would not be guaranteed emergency parking because they would have to make it to a turnout, which would be spaced every one-third mile. Northbound traffic would not have any turnouts since the irrigation canal prohibits their construction. In order to reach a turnout oncoming traffic would have to be crossed. Construction of turnouts would require encroachment into wetlands. Since this alternative would not satisfactorily improve the existing condition it was rejected.

II. Shift Centerline to East to Avoid Wetlands - This proposal would have required extensive purchase of right-of-way and the reconstruction of a major irrigation canal. The irrigation and drainage canal runs parallel to the roadway providing no room for widening to the east. In order to widen to the east the canal would have to be relocated nearly the entire 5-1/2 miles of the project. Wetland plant species are also found in the canal as are waterfowl. These undesirable consequences led to the dismissal of this alternative.

III. Design Options:

Narrower Shoulders would require less impact on the wetlands. However, if the shoulders were less than eight feet, the project would not provide for the emergency off-road parking that is needed. Eight feet is the minimum acceptable width for emergency parking.

Steeper Fill Slopes was another proposal to reduce wetlands impact. The fill slope ratios of 1-1/2:1 to 2:1 are as steep as possible without provision of retaining walls. Since retaining walls could cost upwards of $500,000 per mile, the walls would nearly exceed the cost of the project as now planned.

IMPACTS

The proposed project would benefit the human environment by improving traffic safety. This improvement cannot be accomplished, however, without adverse impacts on the natural environment. Approximately 5.6 acres of marsh, pond and meadow wetlands would be removed by the project. This impact is unavoidable because a large irrigation canal on the east side of the highway prevents widening in that direction.

Another unavoidable impact is the need to use about 8.7 acres of Southern Pacific Transportation Company right-of-way under an easement agreement. This easement is for railroad right-of-way and does not contain any structures and therefore does not result in any relocation.

The improvement would provide eight-foot shoulders, allowing disabled vehicles room to park out of the travel lanes in emergency situations. Vehicles out of control would have more roadway width to recover. The project is not expected to create any increase in traffic over the No-Build.

Under the No-Build Alternative, the highway would continue to have potentially hazardous conditions. In the section to be widened, fatal accident rates could be expected to stay higher than the state average under No-Build conditions. The road surface would continue to deteriorate at an increasing rate causing further hazardous conditions.

Traffic and Safety

The proposed widening and resurfacing of the highway would not change traffic volumes, patterns or flows. U.S. 97 is the major route from California through Central Oregon and most traffic using the highway is through rather than local traffic. The Average Daily Traffic (ADT) in 1979 was 3,150 vehicles.

The major effect that the project is expected to have is the improvement in traffic safety. Presently there are no shoulder or turnouts wide enough for vehicles to get out of the travel lanes northbound, and few turnouts for southbound traffic. Where there are guardrails, they are located about three feet from the travel lanes. The proposed project would provide eight-foot shoulders on each side of the highway providing enough room for emergency pull-offs and more room for maneuvering out-of-control vehicles.

Accident records for the project section show that the accident rate of 1.12 for the entire project section (M.P. 282.76 to M.P. 291.73) was slightly below the statewide average of 1.39. However, the section of the highway to be widened (M.P. 282.76 to M.P. 287.93) had a higher accident rate, 1.64, than the statewide average. Furthermore, the fatality rate in this section of the highway was higher than the statewide average for three of the five years from 1975 through 1979 (See Table 1).

The resurfacing of the southern 3.5 miles of the project would also reduce safety hazards created by the exisitng surface. The condition of the pavement is very poor with excessive "alligator" cracking and wheel track rutting.

Right-of-Way

A right-of-way easement is required for the proposed project would include approximately 8.7 acres. The easement would be acquired from the Southern Pacific Transportation Company, of which approximately 5.6 acres is in wetlands. Southern Pacific Transportation Company has provided the Oregon State Highway Division a fully executed Permit of Entry for the project.

Land Use

The predominate land use in the area is agricultural with reclaimed marsh lands planted in grain crops. Numerous drainage and irrigation canals are located in the area. To the west of the project are approximately three square miles of wetlands comprising the Furber Marsh. Only a narrow strip of these wetlands, between the railroad and the highway, would be affected by this project (See Wetlands Section). The Southern Pacific Railroad parallels the highway approximately 190 feet to the west and continues into California.

The small community of Worden is located in the southern one-third portion of the project, in the area to be resurfaced only. This project would not affect the community or its growth. The land south to the California border is primarily pasture, cultivated farm land or vacant.

The proposed project is consistent with all of the Land Conservation and Development Commission's (LCDC) goals except for Goal 5, Open Space-Wetlands (Tables 2 & 3). Details concerning these conflicts are described in the Wetlands Section.

Cultural Resources

The proposed project section is located in an area of wetlands which are submerged or partially submerged the year around. There are no structures located adjacent to the project. An archeological reconnaissance is not required prior to the construction because of the wet nature of the area.

Air Quality

The air quality for this area is in attainment and meets the National Ambient Air Quality Standards (NAAQS). The project is not expected to create any increase in pollutant emissions since it is not expected to cause any increases in traffic volumes or speeds. The emission pollutants are expected to decrease in future years because of the federal automobile emission requirements.

LCDC GOAL CONFORMANCE REVIEW
Build Alternative

Table 2

GOAL	NOT APPLICABLE	CONSISTENT	POTENTIAL CONFLICT
1. Citizen Involvement		X	
2. Land Use Planning		X	
3. Agricultural Lands		X	
4. Forest Lands		X	
5. Open, Scenic, Historic			X-Wetlands Impact (See pp 13-19)
6. Air, Water, Land		X	
7. Natural Hazards		X	
8. Recreation		X	
9. Economy		X	
10. Housing		X	
11. Public Facilities		X	
12. Transportation		X	
13. Energy		X	
14. Urbanization		X	
15. Greenway	X		
16. Estuary	X		
17. Coastal Shores	X		
18. Beaches, Dunes	X		
19. Ocean Resources	X		

LCDC GOAL CONFORMANCE REVIEW
No-Build Alternative

Table 3

GOAL	NOT APPLICABLE	CONSISTENT	POTENTIAL CONFLICT
1. Citizen Involvement		X	
2. Land Use Planning		X	
3. Agricultural Lands		X	
4. Forest Lands		X	
5. Open, Scenic, Historic		X	
6. Air, Water, Land		X	
7. Natural Hazards		X	
8. Recreation		X	
9. Economy		X	
10. Housing		X	
11. Public Facilities		X	
12. Transportation			X
13. Energy		X	
14. Urbanization		X	
15. Greenway	X		
16. Estuary	X		
17. Coastal Shores	X		
18. Beaches, Dunes	X		
19. Ocean Resources	X		

During the construction period, dust pollutants may be created. Measures such as watering will be taken to reduce dust.

Noise

There are no residential structures located close enough to the proposed project to be affected by traffic noises. The only commercial buildings in the project area include a cafe, gasoline station, and grain elevator in Worden. All receptors are located outside the zone of noise impact (L_{eq} 67 dBA contour). Therefore there will not be any noise impacts related to the proposed project.

Biota-Wetlands

At one time more than 75 square miles of wetlands existed in the vicinity of this project. Now all but approximately three square miles has been converted to cropland and pasture. The wetlands that remain are marshes, ponds, and ditches. Furber Marsh, located directly to the west of the project, is the largest wetland in the area. It is located between U.S. 97 and the Klamath River. The land to the east of U.S. 97 is reclaimed marsh with a series of canals to both drain and irrigate the land.

The wetland affected by this project is a five mile long, 135-foot wide remnant of Furber Marsh located between U.S. 97 and the Southern Pacific Railroad tracks. The affected area primarily consists of marsh wetlands with more than a mile long pond at the south end of the widening project. The water in this marsh is controlled by the water level of Furber Marsh and by the canal on the east side of U.S. 97. Water feeding these wetlands comes largely from ground perculation. There are no wetland associated with the resurfacing portion of the project in the southern 3-1/2 miles of the project.

More than two-thirds of the wetlands are marsh with a central canal through it. The predominate plant in the marsh is the bulrush with narrow belts of cattails along the edges and smartweed occuring in scattered patches. The bird life found in this portion of the wetland is predominantly the red-winged blackbird, yellow-headed blackbird and long-billed marsh wrens. During the winter lesser goldfinches visit the marsh.

The final 1-1/4 miles of the wetlands is a 21 acre pond, not more than six feet deep. Predominate plant species in the pond are the yellow pond lily, with bulrushes and cattails located around the pond fringes. Much of the pond is in open water.

The pond is important to the production of waterfowl. Among the most common birds using the pond are redheads, American Coots, Mallards, and cinnamon teals. Other birds include the double-crested cormorants, terns and great blue herons. The larger waterfowl such as geese, swan and pelican which live in the area prefer larger ponds and are seldom found in this one.

Impacts

The number of wetland acres which would be directly affected by the project would be approximately 5.6 acres located between U.S. 97 and the Southern Pacific Railroad (Figure 4). Figure 5 shows typical cross sections of the wetlands at three locations along the proposed project.

The largest amount of wetland acreage reduction would come from marsh habitat. A total of 4.3 acres would sustain direct long-term impacts as a result of filling a strip 12 to 15 feet wide. This would include narrow strips of bulrushes and cattails at the edge of the pond. The 135-foot wide marsh would be reduced by 10% to 20% by the proposed fill. This includes some marsh wetlands that have high value as habitat. However, when comparing this to the wetlands within a mile of the project, the physical impact is quite small, only about 0.2 of one percent. The marsh areas affected fall into the United States Fish and Wildlife Service (USFWS) Category 3. Category 3 is habitat of high value for important species, and relatively abundant in the ecosystem.

There would also be short-term impacts to an additional 1.3 acres of marsh. These areas would have water depths of up to three feet and are expected to eventually develop as cattail and bulrush marshes.

Roadway fill would remove one acre from the pond. Because of the greater water depth, the fill would extend farther into the pond than in the marsh (Figure 6). The toe of the fill would extend 20 to 25 feet into the pond, filling approximately 10% of the pond. The pond is not completely natural in its origin, but its value to wildlife is comparable to the natural ponds in the area. Although other ponds, ditches, and canals in the area provide open water, many of these are less suited for waterfowl. The depth is often too great, or they may lack in adequate food plants. The USFWS resource category for the ponds is Category 2: High value for important species and becoming scarce in this ecoregion.

Only 0.3 acres of meadow wetlands would be affected. These impacts are not as important because of the small size and the lack of important species being affected.

Mitigation Measures

Measures under consideration to mitigate adverse impacts associated with the removal of wetlands have been developed at four levels: 1) doing nothing; 2) avoidance; 3) design modifications to minimize the extent of wetlands encroachment; and, 4) replacement.

FIGURE 4
TYPICAL VIEWS OF WETLANDS

View of Marsh Wetlands looking North from turnout.

View from North End of the
proposed project looking south.
(Note pond or right-canal on left.)

FIGURE 4 CONTINUED

Large pond wetlands at south end of proposed widening project.

Typical views of canal on east side of Highway 97

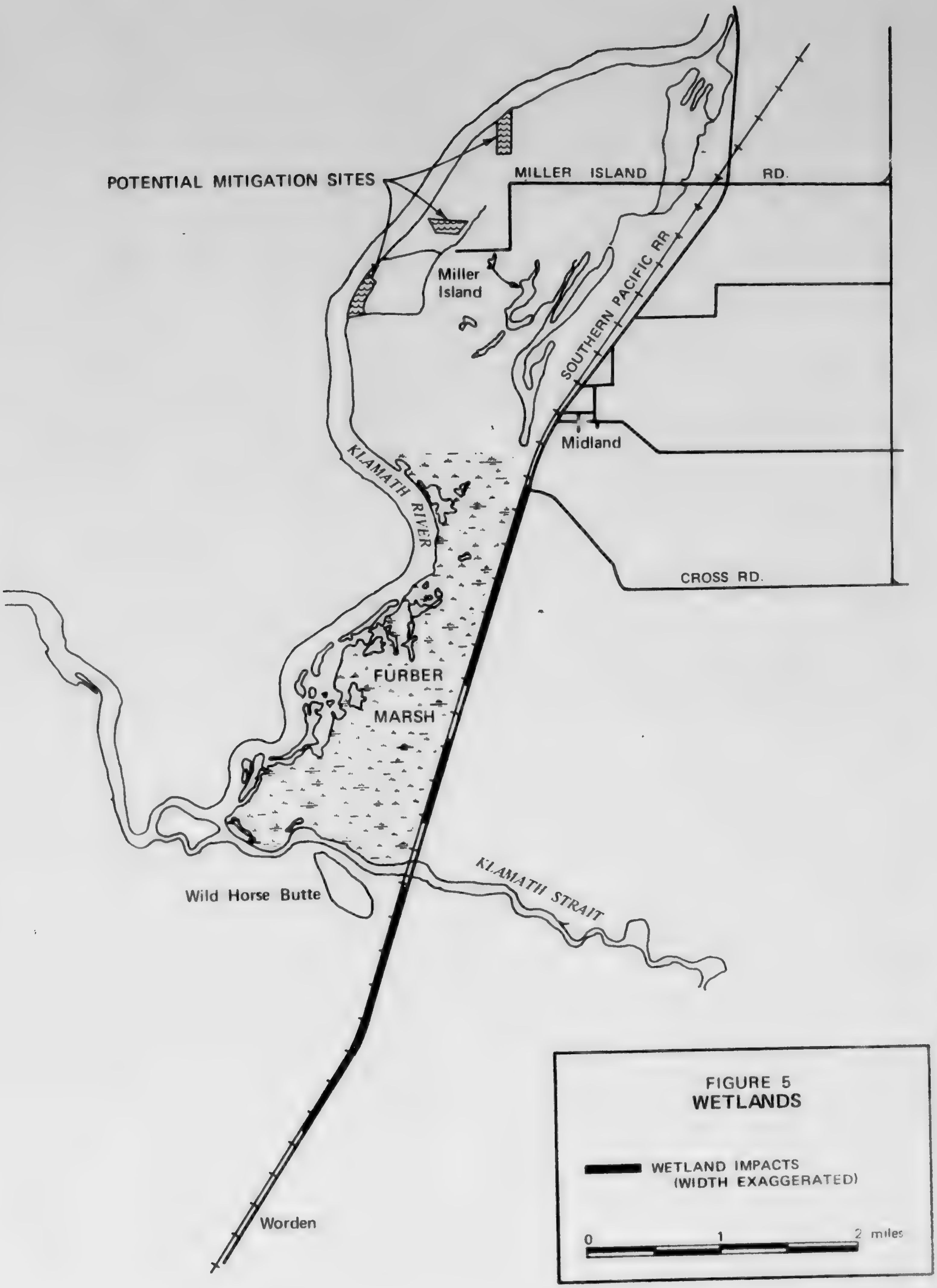
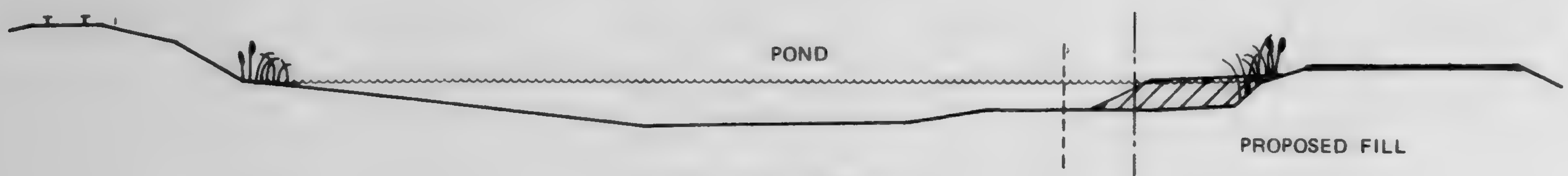
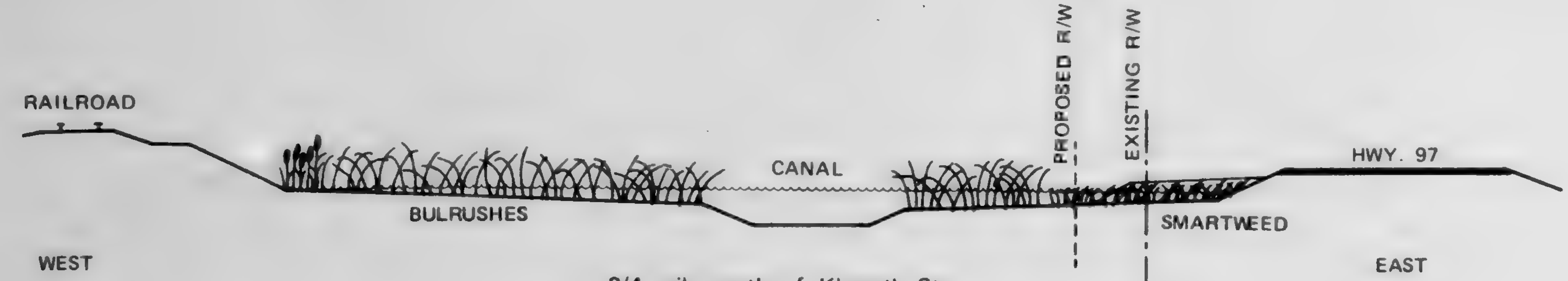


FIGURE 5
WETLANDS

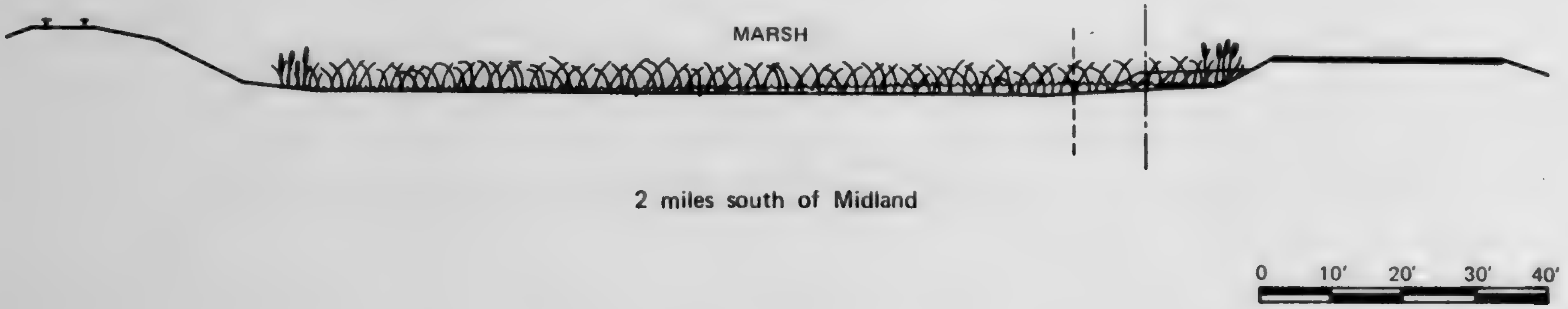
FIGURE 6
WETLAND CROSS SECTIONS



1 mile north of Worden

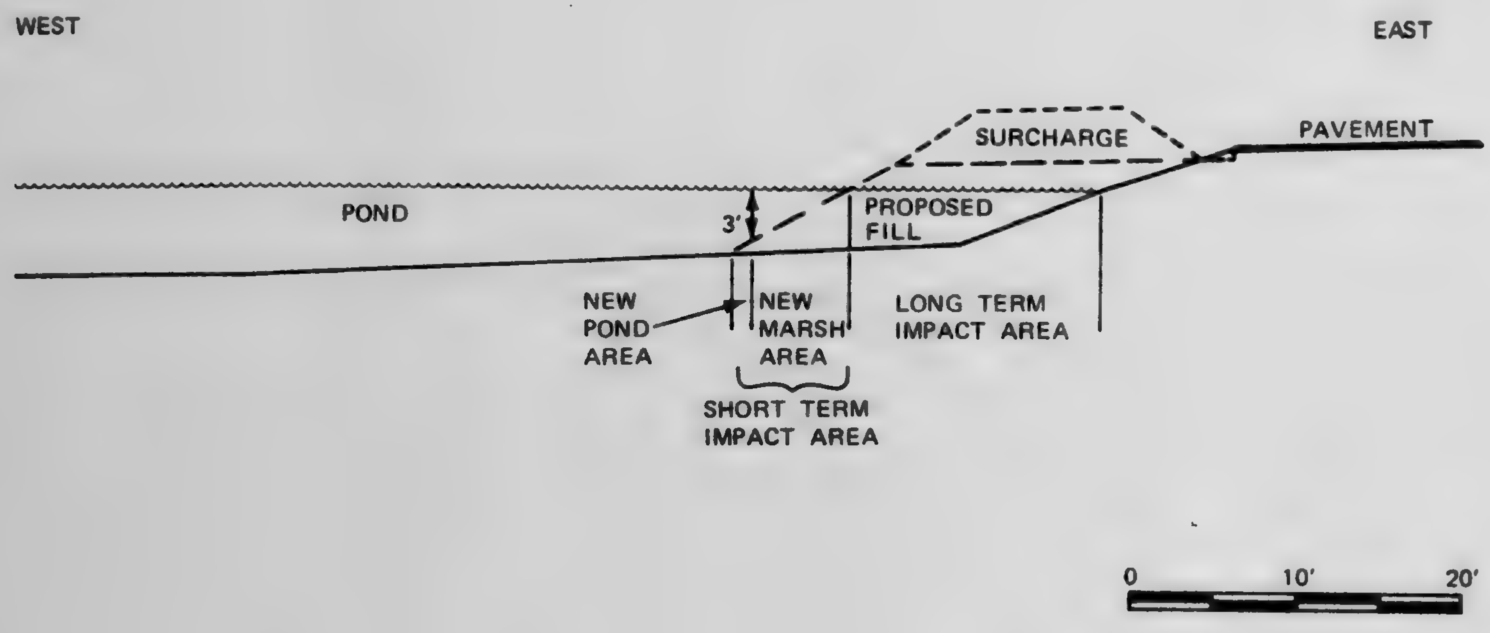


3/4 mile north of Klamath Str.



2 miles south of Midland

FIGURE 7
IMPACTS AT NORTH END OF ROAD



Doing nothing is defined as proceeding to design and construct the proposed improvement without regard to the presence of wetlands. This has not been done and is not recommended. Had the project been designed to keep construction costs to a minimum, an additional 1.5 acres of wetlands would be filled, at a cost savings of $20,000 to $30,000. This would result from removal of the fill surcharge by simply blading it over the embankment, instead of loading and hauling the excess material to a waste disposal site as proposed.

Avoiding the wetland area is neither possible or desirable, for the reasons discussed in the section on Alternatives. To summarize, the presence of a major irrigation canal on the east side of the highway prevents shifting the roadway centerline away from the wetlands--relocating the canal would be very costly and other wetlands would be affected. Design features such as narrower shoulders/retaining walls would compromise the project purpose and add to project cost. Adopting the No-Build Alternative would perpetuate the unsafe conditions so this option is not preferred.

Design features aimed at minimizing wetlands encroachment involve slope steepening and surcharge removal. The slopes of the fill have been designed to create the minimum encroachment into the wetlands possible. The slope along the entire widening project has been limited to between 1-1/2:1 to 2:1 grade. Any greater slope would require a retaining wall and would not reduce wetlands encroachment enough to be cost effective.

Removal of surcharge has been incorporated into the Build Alternatives. Removal of approximately 15,000 yards of material will cost $20,000 to $30,000. The material will be transported to the borrow site in the project vicinity. As mentioned previously, by removing the surcharge wetlands encroachment is reduced by approximately 1-1/2 acres.

Placement of road embankment will not be performed during the nesting season of the marsh birds. Fill will be placed with a minimum disturbance of the adjoining wetlands. The area of exposed fill will be held to a minimum and the slope will be mulched and seeded to stabilize and reduce runoff. If necessary, sediment traps will be used to minimize turbidity and siltation.

Another proposal for mitigation is the creation of wetlands within the proposed right-of-way. Although non-wetland areas suitable for this are not common inside the right-of-way, a total of 1.7 acres could be established. These potential wetlands would be formed of 10-foot strips in eleven different locations, and would be less expensive to establish than at locations off the project limits.

Mitigating wetland losses by replacement with new wetlands of similar value outside of the project area is a final measure currently under consideration. The most suitable area in the general vicinity is on the floodplain of the Millers Island unit of Klamath Wildlife Management Area, located some five to six miles north of the project. Replacement would be accomplished by constructing shallow ponds, mounds for waterfowl nesting, and planting suitable vegetation. This would allow wetlands eliminated by the project to be replaced acre for acre, but establishment of the new wetlands would be very expensive. Preliminary estimates for replacement on Millers Island range from $60,000 to $80,000, or approximately $10,700 to $14,300 per acre.

All details and final adoption of wetlands mitigation will be developed in close consultation with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

COMMENTS AND COORDINATION

An A-95 review was initiated in 1980. The Oregon Department of Fish and Wildlife made comments regarding the loss of marsh habitat which is important for waterfowl use. The U.S. Fish and Wildlife Service has also given their concerns on the impacts to the wetlands. The project will continue to be coordinated with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

Comments were also received from the U.S. Environmental Protection Agency and the Oregon Division of State Lands. Their comments are included in the Appendix.

Appendix

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

February 17, 1981

Mr. Carlyle Brenna
Acting Director
Division of State Lands
1445 State Street
Salem, OR 97310

Reference: Oregon State Highway Division, R/F 3370

Dear Mr. Brenna:

The Oregon Department of Fish and Wildlife has not completed its review of the referenced project to widen a portion of The Dalles-California Highway by filling in Furber Marsh.

Furber Marsh is a significant wetland for waterfowl use. This wetland habitat and use includes the area between the existing highway and railroad fills. Further restriction of this roadside "ditch" may have a significant impact.

Our comments on this project through the A-95 permit process are attached. As noted, a study of potential impacts will be made to further evaluate the project. Upon completion of the study, our Department will make final recommendations.

If we could explain our position further, please call (229-5680).

Sincerely,

Brent O. Forsberg
Staff Biologist
Environmental Management Section

2-19-81
ATTACHMENT
cc: E.J. VALACH
H.S. COULTER
F.E. TERPIN----TAA
J.B. BOYD
J.H. VERSTEEG
GARY POTTER----TAA
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG.(4)ENGR.: D.D. ALLEN
DIS.(11)ENGR.: J.L. GUNTER

BOF:te

cc: Rod Ingram
DEQ
OSHD

Attachment

The Oregon Department of Fish and Wildlife has reviewed the proposed project to widen U. S. Highway 97 from Midland, Oregon to the California state line. Implementation of the proposal will result in the loss of marsh habitat that is important for waterfowl use.

We have noted that a wetland study will be made to determine project impacts and possible mitigation measures. This study should be closely coordinated with Rod Ingram, district wildlife biologist. Mr. Ingram can be contacted at 4343 Miller Island Road, Klamath Falls, Oregon 97601, telephone number 884-4461. We also request the opportunity to make more detailed comments on the project and potential mitigation measures following completion of the wetlands study.

The opportunity to review and comment on this proposal is appreciated.

cc: Len Mathisen
Rod Ingram

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Division of Ecological Services
Portland Field Office
727 N.E. 24th Avenue
Portland, Oregon 97232

Reference: ES

December 10, 1980

Mr. D. E. Swan, Operation Programming Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: December 1, 1980
Notice of Intent for Federal Aid Funds
Midland-California State Line
Highway: The Dalles-California Hwy US-97
County: Klamath

Dear Mr. Swan:

This is in response to your agency's notice of intent on the referenced project in Klamath County, Oregon.

Since preliminary information indicates that this project may have adverse impacts on wetlands we would appreciate receiving further information on the proposed action. In particular, we would appreciate receiving information on the wetland study that you propose to conduct. This will enable us to provide any additional technical assistance needed to lessen project impacts to fish and wildlife resources and provide advance input to features subject to the permit program.

Sincerely yours,

Roger E. Vorderstrasse

Roger E. Vorderstrasse
Acting Field Supervisor

Attachment

cc: G.L. Green
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. (4) Engr.: D.D. Allen
Dist.(11) Engr.: J.L. Gunter

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8012 2 050 Due Date: DEC 26 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO
ATTN OF: M/S 443

9 DEC 1980

D. E. Swan
Operation Programming Engineer
Project Management Section
207 Transportation Building
Salem, Oregon 97310

RE: The Dalles-California Highway, US 97, (Midland-California State Line Section)

Dear Mr. Swan:

We appreciate the opportunity to review the "Notification of Intent to Apply for Federal Aid" for the subject project. We note that approximately six acres of the proposed right-of-way to be filled is currently a wetlands area. It appears, therefore, that a Section 404 Permit from the Corps of Engineers (COE) will be needed to proceed with this proposed action. We suggest that you contact the COE Regulatory Functions Office in Portland, telephone (503) 221-6995.

Sincerely yours,

Roger K. Mochnick for
Elizabeth Corbyn, Chief
Environmental Evaluation Branch

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
D. D. Allen
J. L. Gunter

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project HES-4-1(7) Environmental Assessment The Dalles-California Hwy. Klamath County	Date	July 9, 1981
From:	Division Administrator	Reply to Attn. of:	HFO.4/5-OR
To:	Mr. G. A. Potter, Manager, Environmental Section, OSHD		

The subject Environmental Assessment, submitted with your letter of July 9, 1981, is approved.

for [illegible] Walach
Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg IV)

RECEIVED
TECHNICAL SERVICES
JUL 13 '81
REFER TO
FOR
Info | Approval | R/D | D/R | Sign | Act | File

9452

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: July 9, 1981

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager Cam Gilmore for
Environmental Section

SUBJECT: Environmental Assessment
Midland-California State Line
The Dalles-California Highway
Klamath County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

7-9-81
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Wilken

Contains
Recycled
Materials
81-125-1387

SP*75683-125

92152

L

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-4-1(-)
Midland-California State Line
Klamath County

Date: July 7, 1981

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your letter of June 29, 1981 and agree it is in the public interest to use State-Furnished Guardrail Members and associated hardware on this project.

Our public interest finding is based on the energy conserved by using materials already on hand and to fully utilize public funds already expended.

All pre-used rail members and hardware shall be in good structural condition and meet current design requirements.

G.K. Hassner
for Dale E. Wilken

cc:
OSHD (D O Christensen, Rd Dsgn)

RECEIVED
STATE HWY ENGR
JUL 8 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9452

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

In Reply Refer to
File No.:

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Midland-Calif. State Line
The Dalles/Calif. Hwy.
Klamath County

We are requesting a public interest finding in the State furnishing the following item on the subject project:

State-Furnished Guardrail Members with accompanying splice bolts and nuts, 6,600 Lin. Ft. @ $0.20 = $1,320.

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Klamath Falls Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Klamath Falls Maintenance Yard and use it on the project.

We feel it is in the public interest to use this material to conserve State funds previously expended and to conserve energy by using materials on hand.

Very truly yours,

Duane O. Christensen
Acting Road Design Engineer

WEC:ls

bc ✓H. S. Coulter
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Dale Allen
D. E. Swan
Jack Sullivan
W. E. Cole

RECEIVED
STATE HWY ENGR
JUN 29'81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

L-7

bc: E. S. Hunter
J. B. Boyd
Jack L. Sollis
Dale D. Allen
Wayne Cobine
R. O. Havig

RECEIVED
TECHNICAL SERVICE
JUN 11 '81
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

ROW 18-4

June 11, 1981

Mr. William L. Wales
William L. Wales & Associates
1740 Austin Street
Klamath Falls, OR 97601

Adjustment of Irrigation Facilities
Midland-California State Line
The Dalles-California Hwy.
Klamath County

Dear Mr. Wales:

Reference is made to your letter of May 29, 1981 regarding obligation for the cost of adjusting a culvert headwall in conflict with the construction of the subject project.

Your letter of May 29th referred to a document dated October 14, 1946 between Klamath Drainage District and the State Highway Commission. The document is not an Agreement but a Permit to Klamath Drainage District to occupy State Highway rights of way with their facilities. Paragraph 7 of the Permit refers to the State's right to construct or reconstruct its facilities as necessary. It is our interpretation that the phrase "Such changes shall be made without liability to the permittee or his successors" means the District is held harmless for any negligent actions by the State or its contractors.

The State is the owner of the right of way occupied by Klamath Drainage District facilities. The District occupies the right of way by Permit only, which does not give a compensable interest in land. The State's basis for reimbursing a utility for the relocation of its facilities is a showing of a compensable interest in land. The State can not reimburse a utility under Permit to relocate its facilities to accommodate construction or reconstruction of a highway occupying State Highway rights of way.

It is, therefore, our opinion that the cost of adjusting the irrigation culvert headwall should be born by Klamath Drainage District.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

JMC/llr
cc: Klamath Drainage District

9452

STATE OF OREGON

INTEROFFICE MEMO

DATE: April 27, 1981

TO: E. S. Hunter
Asst. State Highway Engineer

FROM: Dale
Dale D. Allen
Region Engineer

SUBJECT: Midland-California State Line
The Dalles-California Highway, Klamath County

As per the attached letter, we are putting the Department of Interior on notice to adjust their utilities.

I know your feelings on this project, but if we are going to get the utilities relocated by fall they must get started.

Do you concur that we should proceed with this utility adjustment?

DA:mr

encl

4-28-81

cy Dale

I agree. We are planning to obligate this job about August 1st

E.E.

RECEIVED
TECHNICAL SERVICE
APR 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

April 21, 1981

In Reply Refer to
File No.:

A. L. Bardal
U. S. Department of the Interior
Water and Power Resources Service
PO Box R
Klamath Falls, OR 97601

RE: Midland-California State Line
The Dalles-California Highway, Klamath County

Subject project has been pulled off the back shelf and is to be on the contract bid schedule this fall. We should know the month and date of letting within the next few months. This letter is to put you on notice so plans can be made to protect your facilities. This would be your 84-inch pipe crossing and tunnel liner at Sta. 455+82.

As per our previous correspondence and according to US Contract No. 14-06-200-8449A, the cost for extending the 93-inch tunnel liner will be Water and Power Resource responsibility.

Your letter dated August 20, 1980 on this subject should be reviewed and an acceptable agreement reached on extending this liner. The item of who should perform this work, Water and Power Resource Service or our contractor, has been reviewed by this office and the state would prefer that Water and Power Resource do the work. This would eliminate the problems mentioned in Item No. 3 of your letter. Although I did state in my reply to you that we could include this in our contract work, we would prefer to have the Water and Power Resource Service handle the work.

To allow you the maximum time for adjustment, we would have our contractor complete grading work at this location after other grading work has been completed.

If you have any questions on this, please call.

R.O. Havig
Richard O. Havig
Region Utility Engineer

ROH:mr
cc: Ed Hunter
Dave Moehring
Jack Cartwright
Wayne Cobine

94 2

4-2-81

1 Verstoeg ✓ C
Anderson
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4

RECEIVED
APR 02 1981
ROAD DESIGN
SECTION

TRA 7
Do Not File
Return To
Bring Up __/__/__
Action

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: The Dalles-California Highway No. 4
South of Klamath Falls

You had a recent inquiry from Representative Robert Kennedy concerning the safety of The Dalles-California Highway, US97, south of Klamath Falls.

A majority of this section of highway is programmed for improvements this year, provided funds are available. The improvements will be in the form of safety features, widening and overlays.

There are some problems with the widening project in that the Federal Highway Administration has asked that the environmental category be changed and Fish and Wildlife has verbally expressed concern about the impact of the project on wetlands. The widening project is currently being reinvestigated to determine the appropriate scope of the work to be done taking into consideration the availability of funds and other appropriate factors. We could get caught in the middle of this between Representative Kennedy and Fish and Wildlife depending on what we decide to do.

We have reviewed the accident history of this section for the past five years, and found that the accident rate (number of accidents that occur in one million miles traveled) for this section was below the statewide average rate for four of the past five years. The fatality rate (number of fatalities that occurred during one hundred million miles traveled), however, revealed a different picture in that it was higher than the statewide average rate for three of the past five years.

Hopefully, the improvements planned for this section of roadway will reduce both the accidents and their severity.

1 Verstoeg ✓
Anderson
Copy AKT Christensen
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RECEIVED
MAR 26 1981
ROAD DESIGN
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Action

ORIGINAL ~~SIGNED~~ BY L. E. GEORGE

L. E. George
Traffic Engineer

Hal 4-2-81
Widening is justified. Pls proceed.
ESH

RECEIVED
TECHNICAL SERVICES
MAR 25 '81
REFER TO
FOR

Info	Inves	R/D	D/C	Sign	Act	File

DKH:ds

cc: E. S. Hunter
G. A. Potter
D. D. Allen
J. L. Gunter

[illegible] review the accident
data and determine what
needs to be done to
reduce the rate and severity.
Ed

ORᶜ

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

A.D.T. 3300

TO: W. E. Cole
Design Engineer Supervisor

DATE: March 20, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlays
Midland-California State Line
The Dalles-California Highway No. 4
Klamath County
M.P. 282.76 to M.P. 291.73

Cole
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RECEIVED
MAR 21 1980
ROAD DESIGN SECTION

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NOTED
W. E. COLE

As you requested in your letter dated March 20, 1980, we have reviewed the accident history for the subject section.

5.2 Miles

12' & 3'

In the course of our investigation we find that the roadway is 30 feet wide from M.P. 282.76 to M.P. 287.93 and 40 feet wide from M.P. 287.93 to M.P. 291.73.

3.8 Miles. 4-C 12' & 8'

The narrow section is bordered by a canal on the east side and a slough on the west. The guardrail in this section is within 3 feet of the travel lane. From M.P. 282.93 to M.P. 285.83 the guardrail is along the east (north bound) side only. From M.P. 285.83 to M.P. 287.93 the guardrail is continuous along both sides of the highway. There is not room to park next to the guardrail without blocking part of the travel lane and causing a potential traffic hazard.

– 5.7 miles

2.1 Miles

32' Pave [illegible]
Cut off [illegible]

The 1978 accident rate for the entire section is 1.12, which is below the statewide rate of 1.39 for similar facilities. The 1978 rate for the narrow section (M.P. 282.76 to M.P. 287.93) is 1.64, which is above the statewide rate. In the 3½ years from January 1976 through June 1979, there were 23 accidents in the narrow section. Twelve of those were fixed object, 3 were rear end, 3 were non collision, and one each head on, sideswipe meeting, sideswipe overtaking, turning, and miscellaneous. Four of the accidents were fatals in which 9 persons were killed, 8 were non fatal accidents in which 14 persons were injured and 11 were property damage only accidents.

Although the accident rate for the narrow section is not significantly higher than the statewide rate, the severity of those accidents is a concern to us. Therefore, we favor the proposal to widen the roadway to accommodate 12 foot lanes with 8 foot shoulders, if funds are available.

L. E. George

L. E. George
Traffic Engineer

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Summary
3-7 Incl.	Plan

Temporary Protection And Direction of Traffic To Be Written Into Specifications

STATE OF

DEPARTMENT OF T

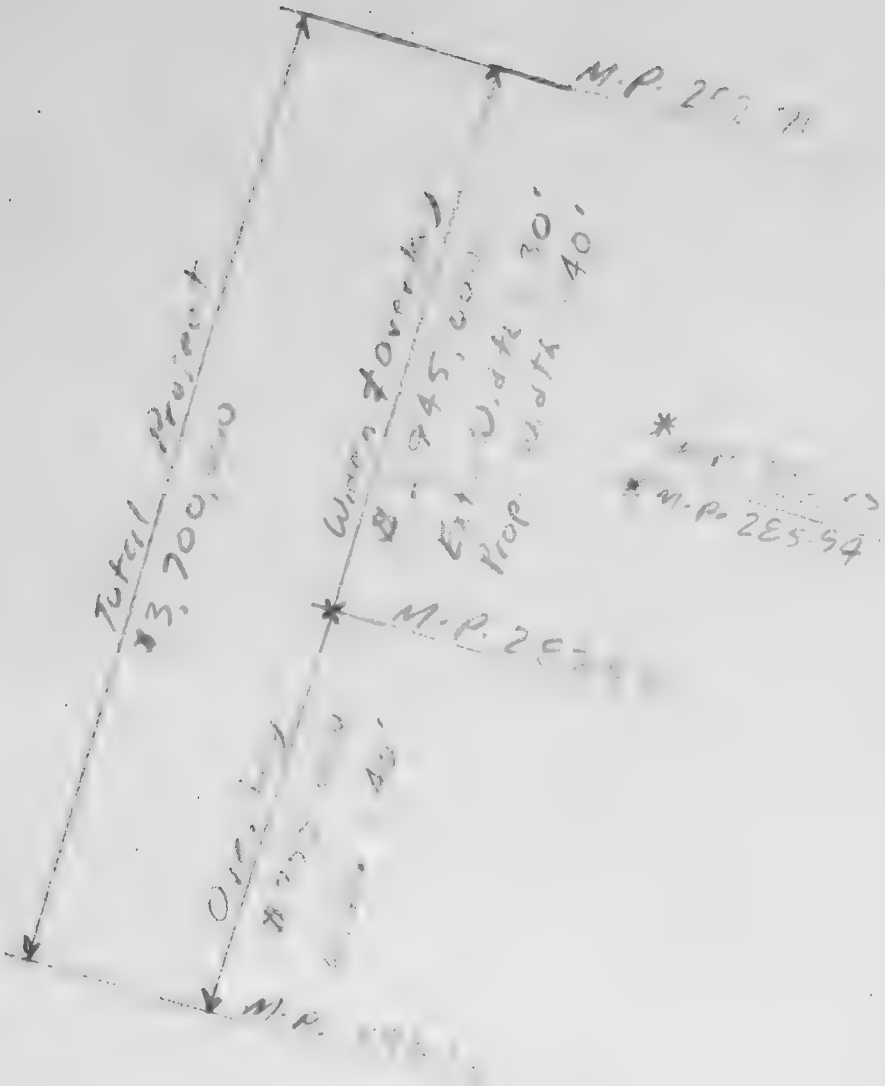
STATE HIGHV

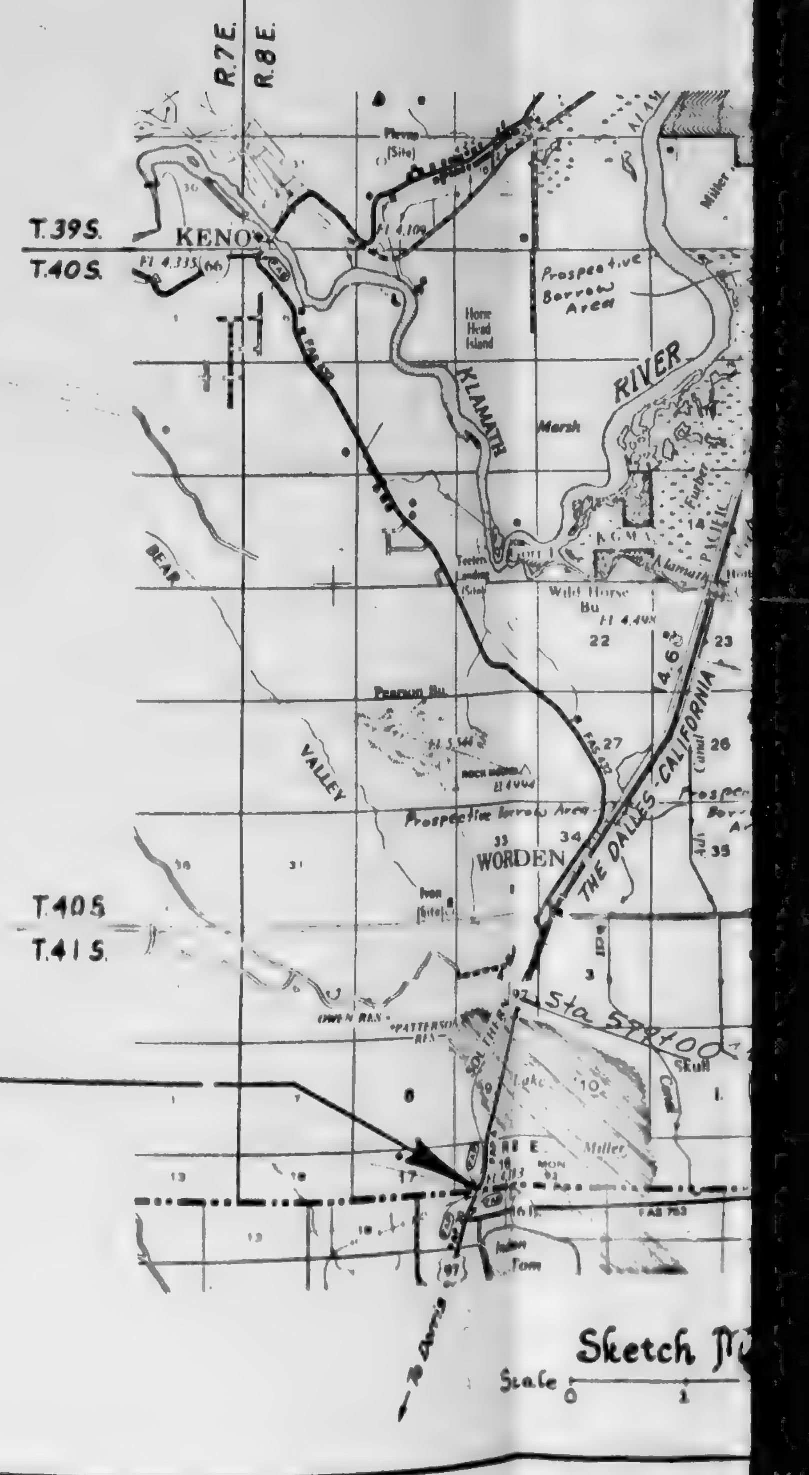
PLANS FOR PRO

MIDLAND - CALIFOR

THE DALLES - CAL

KLAMATH



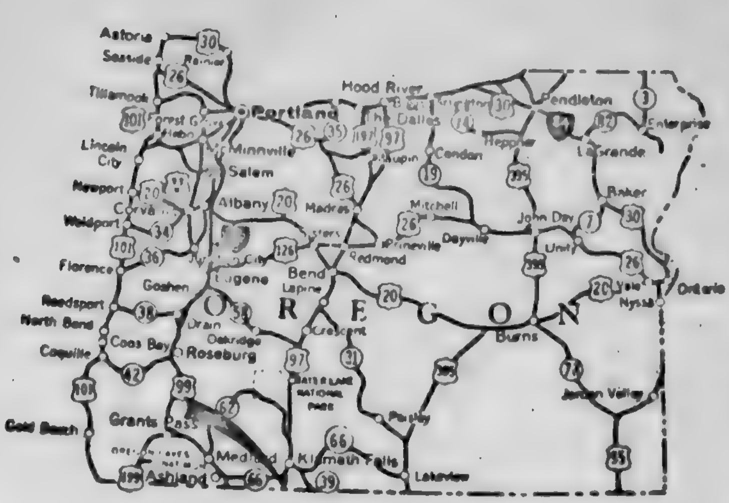


END OF PROJECT
Sta. 763+12.3

S-4

MIDLAND~ CALIFORNIA STATE LINE SEC. THE DALLES - CALIFORNIA HIGHWAY KLAMATH COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE



STATE OF OREGON

ENT OF TRANSPORTATION

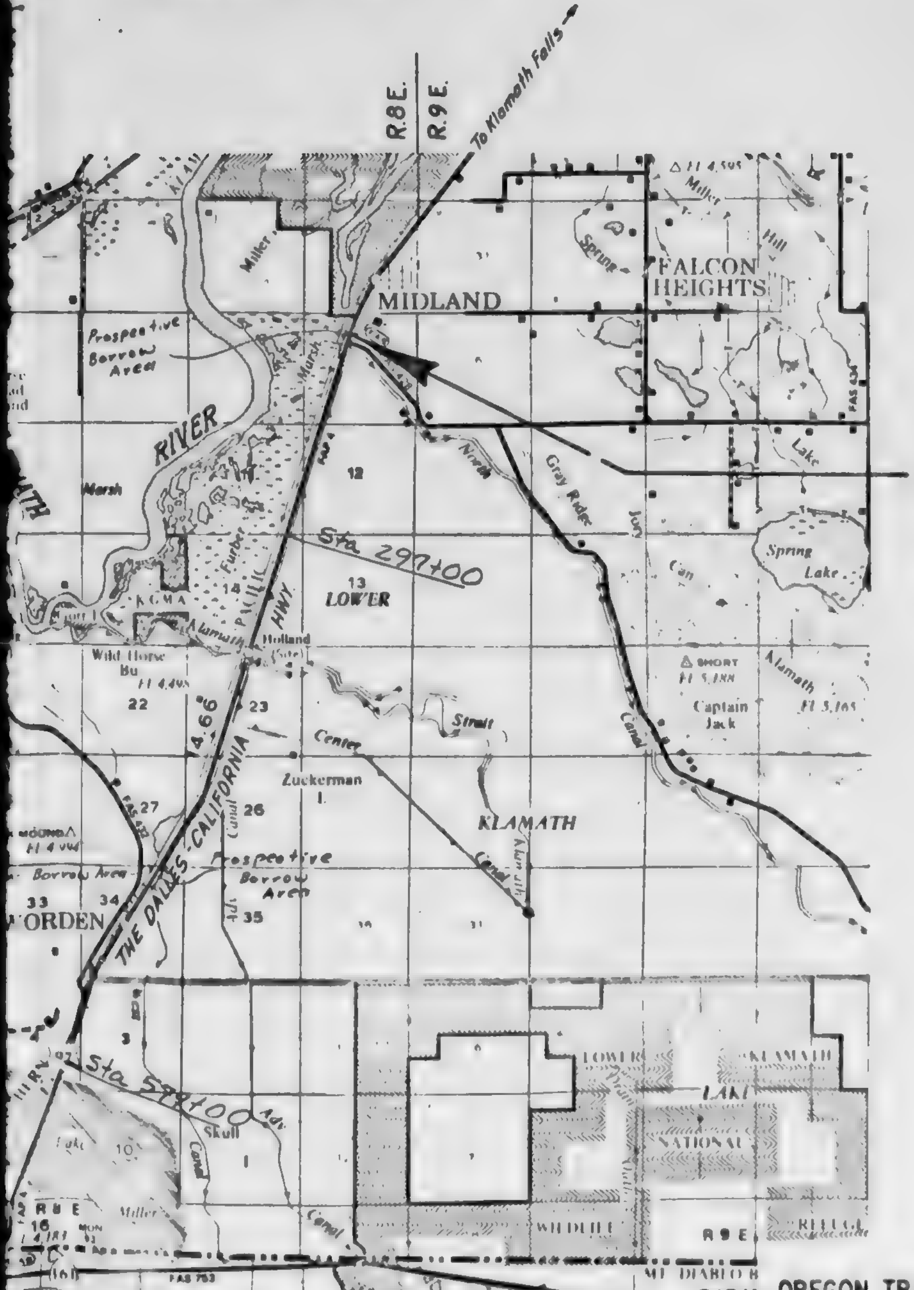
E HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

ALIFORNIA STATE LINE SEC.

LLES – CALIFORNIA HIGHWAY

KLAMATH COUNTY



BEGINNING OF PROJECT

Sta. 287+00

* Klamath Strait Bridge Sec.
Estimated 2/26/81
$ 31,173
Exist. width - 30'
Prop. width - 40'

Sketch Map
Scale 0 1 2 Miles

H. S. COULTER

E. S. HUNTER

H S. Coulter	STATE HIGHWAY ENGINEER
E S. Hunter	ASSISTANT STATE, HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED.

DISTRICT ENGINEER DATE

L.

TRA 7

April 1, 1981

The Honorable Robert Kennedy
State Representative
Room H-393, State Capitol
Salem, OR 97310

Dear Representative Kennedy:

This is in response to your recent inquiry concerning the safety of The Dalles-California Highway, US97, south of Klamath Falls. Attached is a tabulation of both the accident and fatality rates for this section of highway.

We have reviewed the accident history of this section for the past five years, and found that the accident rate (number of accidents that occur in one million miles traveled) for this section was below the statewide average rate for four of the past five years. The fatality rate (number of fatalities that occurred during one hundred million miles traveled), however, revealed a different picture in that it was higher than the statewide average rate for three of the past five years.

A majority of this section of highway is programmed for improvements this year, provided funds are available. The improvements will be in the form of safety features, widening and overlays.

There are some problems with the widening project in that the Federal Highway Administration has asked that the environmental category be changed and Fish and Wildlife has verbally expressed concern about the impact of the project on wetlands. The widening project is currently being reinvestigated to determine the appropriate scope of the work to be done, taking into consideration the availability of funds and other factors.

Hopefully, we will be able to proceed with the improvements planned for this section of roadway and that the result will be a reduction in both the accidents and their severity.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.
DKH:er HSC:lb
bc E. S. Hunter
G. A. Potter
D. D. Allen
J. L. Gunter
L. E. George

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City ______
County Klamath
Street ______
Hwy. No. 4 Rte. No. 97
From (M.P.) 275.48
To (M.P.) 291.73
Fr. 1-1-75 To 12-31-79

Compiled by ______
Date ______

	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS			
	COLLISION TYPE													CLASSIF.								
All Accidents 1975	1	3	4		1	5		6	14			2	36	3	11	22	4	22	1.84	1.69	20.44	5.30
1976			5			1		1	10				17	1	6	10	1	12	0.82	1.38	4.82	5.12
1977		3	3	2	3	4		2	4			3	24	4	9	11	12	30	1.01	1.43	50.58	5.22
1978	1		9	2		4		1	15			4	36		19	17		32	1.41	1.39	0	5.92
1979	1		6		3	3		2	6	1		1	23	1	8	14	2	17	0.95	1.42	8.22	5.89
GRAND TOTAL	3	6	27	4	7	17		12	49	1		10	136	9	53	74	19	[illegible]				
																			Section [illegible] Rate	State Wide Accident Rate (Pri-Rur-NonFre)	Section Fatality Rate	Statewide Fatality Rate (Pri-Rur-Non-Fre)

T.E. Dwg. No. [illegible]

18-1462

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 30, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Midland-California State Line Section
The Dalles-California Highway
Prefix No. 18-1462

I have received a copy of a letter from L. E. George to you concerning an inquiry from Representative Robert Kennedy about the above project.

Ed Hunter, Hal and this office have been reviewing this project since it was recently removed from the Fall, 1981 contract schedule. The project (No. 427, page 31 in 6-Year Program) was originally scheduled for $3.5 million of state funds in 1981. To widen the 3.2 mile section to 40 feet plus overlay the south 2.5 miles, which is already 40 feet, is estimated to cost $4 million.

About $2,000 of right of way was acquired this past year and should cause no delays. Mitigation for wet lands is necessary but is not a significant cost factor.

This is a needed project and goes back to Jim Putnam's time. The pavement is badly cracked and as L. E. George points out, the fatalities on the 3.2 mile section are above average. It is essentially the only project we have scheduled to justify a crew in Klamath Falls after August and the type of work would lend itself to widening this fall and winter and overlay next summer.

I would recommend the project be cut to the 3.2 mile section and placed back on the schedule for August of September. This reduced project will cost approximately $3.2 million.

The competitive bidding expected for a fall-winter job this year should make this type of project particularly attractive.

DA:mr

cc: Ed Hunter

RECEIVED
STATE HWY ENGR
MAR 30 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: H. S. Coulter
State Highway Engineer

DATE: March 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: The Dalles-California Highway No. 4
South of Klamath Falls

You had a recent inquiry from Representative Robert Kennedy concerning the safety of The Dalles-California Highway, US97, south of Klamath Falls.

A majority of this section of highway is programmed for improvements this year, provided funds are available. The improvements will be in the form of safety features, widening and overlays.

There are some problems with the widening project in that the Federal Highway Administration has asked that the environmental category be changed and Fish and Wildlife has verbally expressed concern about the impact of the project on wetlands. The widening project is currently being reinvestigated to determine the appropriate scope of the work to be done taking into consideration the availability of funds and other appropriate factors. We could get caught in the middle of this between Representative Kennedy and Fish and Wildlife depending on what we decide to do.

We have reviewed the accident history of this section for the past five years, and found that the accident rate (number of accidents that occur in one million miles traveled) for this section was below the statewide average rate for four of the past five years. The fatality rate (number of fatalities that occurred during one hundred million miles traveled), however, revealed a different picture in that it was higher than the statewide average rate for three of the past five years.

Hopefully, the improvements planned for this section of roadway will reduce both the accidents and their severity.

L. E. George

L. E. George
Traffic Engineer

DKH:ds

cc: E. S. Hunter
G. A. Potter
D. D. Allen
J. L. Gunter

9452

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

February 17, 1981

Mr. Carlyle Brenna
Acting Director
Division of State Lands
1445 State Street
Salem, OR 97310

Reference: Oregon State Highway Division, R/F 3370

Dear Mr. Brenna:

The Oregon Department of Fish and Wildlife has not completed its review of the referenced project to widen a portion of The Dalles-California Highway by filling in Furber Marsh.

Furber Marsh is a significant wetland for waterfowl use. This wetland habitat and use includes the area between the existing highway and railroad fills. Further restriction of this roadside "ditch" may have a significant impact.

Our comments on this project through the A-95 permit process are attached. As noted, a study of potential impacts will be made to further evaluate the project. Upon completion of the study, our Department will make final recommendations.

If we could explain our position further, please call (229-5680).

Sincerely,

Brent O. Forsberg
Staff Biologist
Environmental Management Section

BOF:te

cc: Rod Ingram
DEQ
OSHD

Attachment

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO

2-19-81
ATTACHMENT
cc: E.J. VALACH
H.S. COULTER
F.E. TERPIN----TAA
J.B. BOYD
J.H. VERSTEEG
GARY POTTER----TAA
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG.(4)ENGR.: D.D. ALLEN
DIS.(11)ENGR.: J.L. GUNTER

PNRS 8012 2 050

The Oregon Department of Fish and Wildlife has reviewed the proposed project to widen U. S. Highway 97 from Midland, Oregon to the California state line. Implementation of the proposal will result in the loss of marsh habitat that is important for waterfowl use.

We have noted that a wetland study will be made to determine project impacts and possible mitigation measures. This study should be closely coordinated with Rod Ingram, district wildlife biologist. Mr. Ingram can be contacted at 4343 Miller Island Road, Klamath Falls, Oregon 97601, telephone number 884-4461. We also request the opportunity to make more detailed comments on the project and potential mitigation measures following completion of the wetlands study.

The opportunity to review and comment on this proposal is appreciated.

cc: Len Mathisen
Rod Ingram

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Midland-California State Line

DATE: 12/31/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JAN-5'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr.:D.D. Allen
Dist.(11)Engr.:J.L. Gunter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8012 2 050

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
12-1-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
DEC 8 1980
DIVISION OF STATE LANDS

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 8012 2 050 Due Date: DEC 26 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

DEC 31 1980

P N R S STATE REVIEW

Project #: 8012 2 050 Due Date: DEC 26 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(XX) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(XX) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By James A. [illegible]
ENVIRONMENTAL MANAGEMENT SECTION 12/29/80

PNRS 8012 2 050

The Oregon Department of Fish and Wildlife has reviewed the proposed project to widen U. S. Highway 97 from Midland, Oregon to the California state line. Implementation of the proposal will result in the loss of marsh habitat that is important for waterfowl use.

We have noted that a wetland study will be made to determine project impacts and possible mitigation measures. This study should be closely coordinated with Rod Ingram, district wildlife biologist. Mr. Ingram can be contacted at 4343 Miller Island Road, Klamath Falls, Oregon 97601, telephone number 884-4461. We also request the opportunity to make more detailed comments on the project and potential mitigation measures following completion of the wetlands study.

The opportunity to review and comment on this proposal is appreciated.

cc: Len Mathisen
Rod Ingram

14-2

2.

files

ROW 18-2

December 19, 1980

Mr. H. B. Berkshire
Southern Pacific Transportation
Company
324 Union Station
Portland, OR 97209

Revised Permit of Entry
Midland-California State Line
The Dalles-California Hwy.
Klamath County
R/W File 51203
SPTC File 912/323
ODOT Agreement No. RR-1029

RAILROAD COMPANIES
FILE No. 1029

Dear Mr. Berkshire:

Attached is Southern Pacific Transportation Company's copy of our acceptance of a revised drawing to replace Sheet No. 2 on the subject Permit of Entry.

Thank you for your prompt action in making the revision.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

cc: R. L. Johnston, SPTC
BC: G. L. Green, FHWA - w/copy
J. L. Sollis
J. B. Boyd - w/copy
C. T. Keasey
Robert Gormsen - w/original
D. E. Swan - w/copy
Dale Allen - w/copy

9452 Form FHWA 121 (1/80)

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - OREGON
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4-1(-)
Midland-California State Line Section
The Dalles-California Highway
Klamath County

Date: December 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The project category request has been reviewed and we recommend that you reanalyze your determination of a Category 3 classification.

The area through which this roadway traverses is considered as prime wetland and any filling into this marsh would have a significant effect.

We, therefore, recommend you prepare an assessment under Category 2 to determine if this wetland would be affected and to what extent mitigation may be required.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

NOTED
E. S. HUNTER

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg IV, Env)

RECEIVED
TECHNICAL SERVICES
DEC 16'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9452

2.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

December 1, 1980

TO Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning &
Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 11
Section: Midland-California State Line
Highway: The Dalles-California Highway US-97
County: Klamath

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 5, 1981.

BLG:dmc
Attachments

cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 4 Engr: D.D. ALLEN
Dis. 11 Engr: J.L. GUNTER
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR

DEC 2 - '80

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

Form 734-2122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Midland-California State Line			
11	12] PROJECT LOCATION—CITY The Dalles-California Hwy. US 97	PROJECT LOCATION—COUNTY Klamath	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project is intended to improve traffic safety by widening to 40 feet

06 12] (2 travel lanes with paved shoulders) 5.5 miles of an existing 30 foot [71

07 12] roadway; an additional 3.5 miles would be repaved. The condition of the [71

08 12] pavement is very poor with excessive "allegator" cracking, wheel track [71

09 12] rutting and high deflection. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
3,653,280	-----	474,720	-----	-----	4,128,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: December 1, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 5	45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 1, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this program be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

REGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

F-4-1 (-)

A. Project Identification:

Date November 17, 1980
Section Midland-California State Line Section
City ________ Hwy. No. 4
Highway The Dalles-California Highway
Begin M.P. ________ Length 9.02
County Klamath
Program Estimate $4,128,000
Region 4
Funding Source Federal Aid--Primary
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project is intended to improve traffic safety by widening to 40 feet (2 travel lanes with paved shoulders) 5.5 miles of an existing 30 foot roadway; an additional 3.5 miles would be repaved. Winter weather conditions, which produce fog, snow and icy pavement, make this narrow section hazardous. There is inadequate space to correct an out of control vehicle and the shoulder is too narrow for emergency stopping. The condition of the pavement is very poor with excessive "allegator" cracking, wheel track rutting and high deflection.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☒ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Projects of this nature are categorical exclusions according to FHPM 7-7-2.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	3', paved	8', paved
Average Daily Traffic (Volume/Year)	3150 (1979)	3150
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted/Estimated)	55	55

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	8.7 acres
Estimated Number of Parcels	
Residential Relocation (No.)	0
Business Relocation (No.)	0

All right of way will be acquired from a railroad company. Approximately 6 acres of the right of way is wetlands.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Will improve safety, but not affect volumes, pattern or flow.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Approximately 3½ miles of the roadway is bordered by marsh. A 15 foot strip of right of way will be required from the marsh through this section. Widening on the other side of the roadway is not possible as it is bordered by a canal. The marsh lies between the highway and the railroad which is approximately 150 feet away. Standing water reaches depths of up to 6 feet. Most of the fill required for the roadway will be 12 to 15 feet from the edge of the standing water. The marsh is part of a larger remnant marsh, the remains of the Lower Klamath Lake.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The taking of wetlands may be sensitive. A wetlands study will be made to determine the extent of impact and identify possible mitigation measures.

Name of Preparer and Phone Number: Donna Kilber 378-8486

DEPARTMENT OF TRANSPORTATION

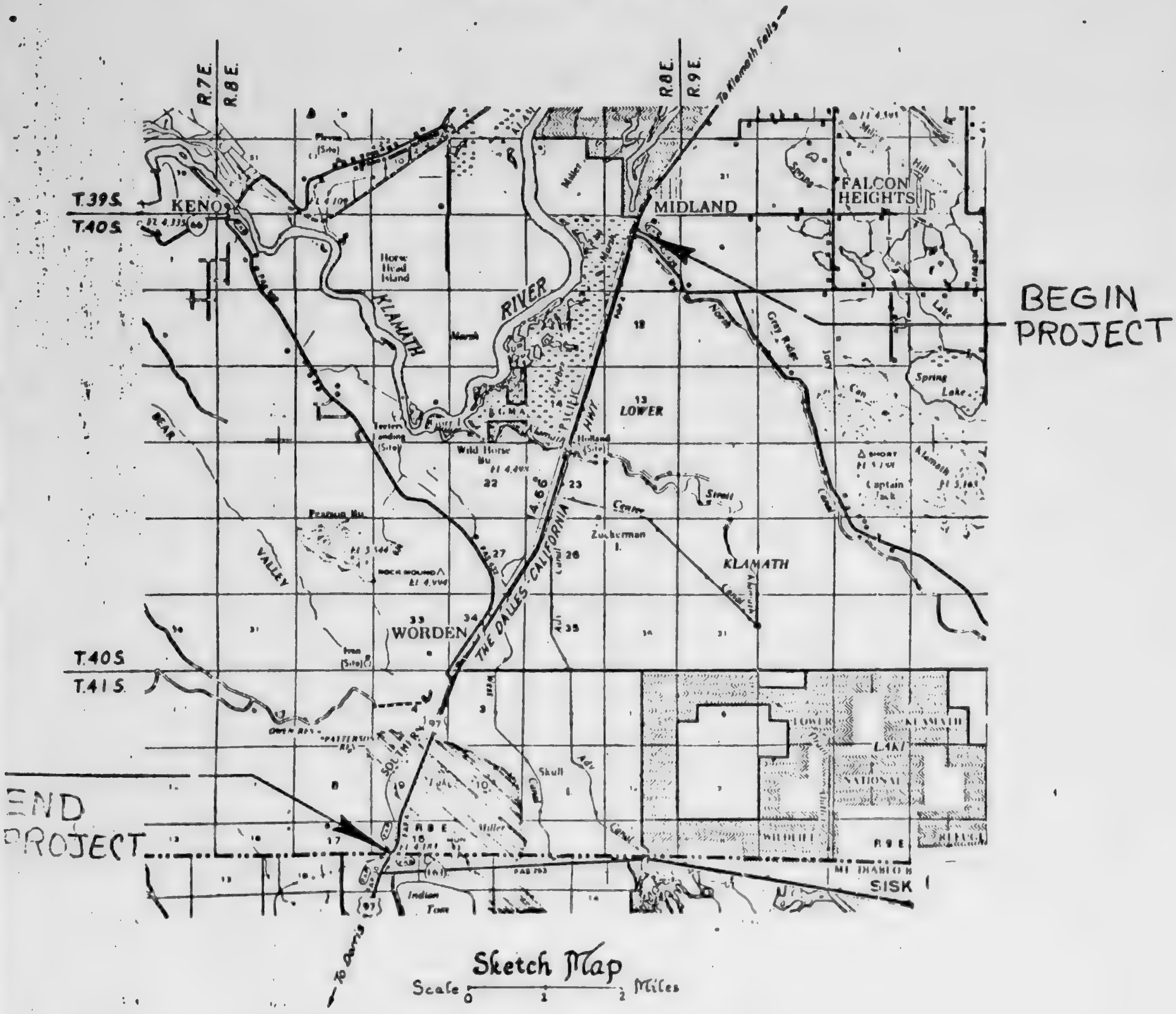
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MIDLAND – CALIFORNIA STATE LINE SEC.

THE DALLES – CALIFORNIA HIGHWAY

KLAMATH COUNTY



Sketch Map

Scale 0 1 2 Miles

74-3

L

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

ROW 18-2

September 16, 1980

Mr. H. B. Berkshire
Southern Pacific Transportation
Company
One Market Street
San Francisco, CA 94105

Permit of Entry
Midland-California State Line
The Dalles-California Hwy.
Klamath County
R/W File 51203
SPTC File No. 912/323
ODOT Agreement No- RR-1029

RAILROAD COMPANIES
FILE No. 1029

Dear Mr. Berkshire:

Attached is the Southern Pacific Transportation Company's copy of the fully-executed Permit of Entry relating to the subject project.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

cc: R. L. Johnston, SPTC

BC: G. L. Green - w/attach.
J. L. Sollis
J. B. Boyd - w/attach.
C. T. Keasey
Robert Gormsen - w/Original
D. E. Swan - w/attach.
Dale Allen - w/attach.

Form 734-3123

9452

STATE OF OREGON

LOCATION SECTION

INTEROFFICE MEMO

DES 16-1

TO: MEMO TO THE FILE

DATE: August 12, 1980

ORIGINAL SIGNED BY
FRANK E. TERPIN

FROM: Frank E. Terpin
Location Engineer

SUBJECT: (1) Midland-California State Line, Prefix 18-1462
(2) Klamath Straits Bridge, Prefix 18-1966
The Dalles-California Highway
Klamath County

NOTED
E. S. HUNTER

Some work was performed for the project "Klamath Straits Bridge" and charged to the "Midland-California State Line" project to expedite combined scheduling of these two projects.

We now have, effective July 8, 1980, a prefix for the bridge replacement project and any costs incurred for this bridge project but charged to the overlay and widening project on or after this date should be transferred to the proper prefix. This will require a transfer of costs to be submitted by each unit that has experienced this situation.

Any work performed for the bridge replacement project in the future shall be charged to the proper prefix.

FET:ja

cc E. S. Hunter
J. H. Versteeg
L. E. George
Walt Hart
D. H. Moehring
Lyle Watson
Jack Sullivan
Hank Wakerlig
Paul Anderson

RECEIVED
TECHNICAL SERVICES
AUG 13 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

94-2

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY
EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2107
REDDING, CALIFORNIA 96099

___Versteeg___
___Anderson___
1 Christensen DOC
___Olson___
2 Sullivan JWS
___Terpin___
3 Trout
___Wakerlig___

RECEIVED
MAY 1 6 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

May 5, 1980

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Asst. State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Forwarded herewith is the permit to install construction signs within the State of California as requested in your letter dated April 23, 1980.

Our Traffic Department is planning to paint a solid double line on Highway 97 from the Oregon State Line to Highway 161 to eliminate passing in an area of limited sight distance. The painting may have been accomplished by the time you receive this letter.

It would be appreciated if your Traffic Engineer would call Mr. Gene Poch, District 2 - California Department of Transportation at (916)246-6229. The purpose of the call would be to discuss the possibility of a double stripe into Oregon to enhance the effectiveness of the double stripe in California.

Very truly yours,

E. W. KNAEBEL, District Director

By George O Bischof
George O. Bischof
Acting District Permit Engineer
District 2

enclosure

lkh [illegible] x 4

FORM DMO-M-P-202 (REV. [illegible])

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

No. 280-E-764282

ENCROACHMENT PERMIT

To
E. S. Hunter, Asst. State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310
, Permittee

Redding, California
May 5 1980

In compliance with your request of April 23 *19*80 *and subject to all the terms, conditions and restrictions written below or printed as general or special provisions on any part of this form and/or attached hereto.*

PERMISSION IS HEREBY GRANTED TO install, operate and maintain construction warning signs on State Highway Route 97 between post miles 53.4+ and 54.089, and on State Highway Route 161 between post miles 0.037 and 0.50 in Siskiyou County.

(1) Article 107.21 from your Standard Specifications for Highway Construction shall be modified and included in the Project Special Provisions as Subsection 107.21 - Responsibility For Damage Claims as noted in your letter dated April 23, 1980 requesting this encroachment permit, attached.

(2) Signs shall be installed and operated as indicated in your letter dated April 23, 1980. Signs shall also be installed in accordance with Sections 5-02.1 and 5-02.2 of the State of California "Manual of Traffic Controls", attached.

(3) Sign posts 6" X 6" and larger shall be drilled in accordance with California Standard Plan No. S42-15, attached.

(4) All work shall be adequately signed, lighted and barricaded to protect highway traffic and shall conform to the current Standard Specifications of the California Department of Transportation.

(5) For your convenience, the most recent Caltrans pamphlet "Instructions to Flaggers" is attached.

(6) When signing extends southerly beyond the Route 161 intersection with Route 97, Route 161 shall be signed in a manner similar to Route 97 south of the intersection. (continued)

This permit is to be strictly construed and no work other than that specifically mentioned above is authorized hereby.

This permit shall be void unless the work herein contemplated shall have been completed before ------------------- *19*

1 - Permittee
3 - Horton
1 - File
1 - EDP

DEPARTMENT OF TRANSPORTATION

E. W. KNAEBEL
District Director of Transportation

By George O Bischof
George O. Bischof, Acting *District Permit Engineer*

GENERAL PROVISIONS

1. *Definition.* This permit is issued under Chapter 3 of Division 1 of the Streets and Highways Code. The term encroachment is used in this permit as defined in the said Chapter 3 of said code. Except as otherwise provided for public agencies and franchise holders, this permit is revocable on five days notice.

2. *Acceptance of Provisions.* It is understood and agreed by the Permittee that the doing of any work under this permit shall constitute an acceptance of the provisions.

3. *No Precedent Established.* This permit is granted with the understanding that this action is not to be considered as establishing any precedent on the question of the expediency of permitting any certain kind of encroachment to be erected within right of way of State highways.

4. *Notice Prior to Starting Work.* Before starting work the Permittee shall notify the District Director of Transportation or other designated employee of the district in which the work is to be done. Such notice shall be given at least three days in advance of the date work is to begin. Unless otherwise specified, all work shall be performed on weekday and during normal working hours of the Grantor's inspector.

5. *Keep Permit on the Work.* This permit shall be kept at the site of the work and must be shown to any representative of the Grantor or any law enforcement officer on demand.

6. *Permits from Other Agencies.* The party or parties to whom this permit is issued shall, whenever the same is required by law, secure the written order or consent to any work hereunder from the Public Utilities Commission of the State of California, or any other public board having jurisdiction, and this permit shall be suspended in operation unless and until such order or consent is obtained.

7. *Protection of Traffic.* Adequate provision shall be made for the protection of the traveling public. Barricades shall be placed with amber lights at night, also flagmen employed, all as may be required by the grantor for the particular work in progress.

8. *Minimum Interference With Traffic.* All work shall be planned and carried out so that there will be the least possible inconvenience to the traveling public except for the specific work permitted.

9. *Storage of Material.* No material shall be stored within eight (8) feet from the edge of pavement or traveled way or within the shoulder line where the shoulders are wider than eight feet. No supplies or equipment shall be stored on the highway until permittee is ready to start work.

10. *Clean Up Right of Way.* Upon completion of the work, all brush, timber, scraps and material shall be entirely removed and the right of way left in as presentable condition as before work started.

11. *Standards of Construction.* All work shall conform to recognized standards of construction.

12. *Supervision of Grantor.* All the work shall be done subject to the supervision of, and to the satisfaction of, the Grantor.

13. *Future Moving of Installation.* It is understood by the Permittee that whenever construction, reconstruction or maintenance work on the highway may require, the installation provided for herein shall, upon request of the Grantor, be removed or revised at the sole expense of the Permittee within five days of such notice.

14. *Expense of Inspection.* On work which requires the presence of an employee of the Grantor as inspector, the salary, traveling expense and other incidental expense of such inspection during the work shall be paid by the Permittee upon presentation of a bill therefor.

15. *Liability for Damages.* The Permittee is responsible for all liability for personal injury or property damage which may arise out of work herein permitted, or which may arise out of failure on the Permittee's part to perform his obligations under the permit in respect to maintenance. In the event any claim of such liability is made against the State of California, or any department, officer, or employee thereof, Permittee shall defend, indemnify and hold them and each of them harmless from such claim. This permit shall not be effective for any purpose unless and until the above-named Permittee files with the Grantor, a surety bond in the form and amount required by said Grantor, unless specifically exempted on the face hereof. The requirement that a bond be filed does not apply in the event the Permittee is a governmental board which derives its revenue by taxation.

16. *Making Repairs.* If the Grantor shall so elect, repairs shall be made by employees of the Grantor and the expenses thereof shall be borne by the Permittee. All payments to laborers, inspectors, etc., employed by said Grantor for or on account of the work herein contemplated, shall be made by said Permittee forthwith on receipt of written orders, payrolls or vouchers approved by Grantor. Or the Grantor may elect to require a deposit before starting repairs, in an amount sufficient to cover the estimated cost thereof.

The Grantor will give reasonable notice of its election to make such repairs. If the Grantor does not so elect, the Permittee shall make such repairs promptly. In every case the Permittee shall be responsible for restoring any portion of the highway which has been excavated or otherwise disturbed to its former condition as nearly as may be possible except where the Grantor elects to make repairs as above provided in this paragraph and except where provision to the contrary is made in the typewritten portion of the permit. Existing improvements shall be protected or relocated as required by work authorized by this permit. If existing improvements are damaged or their operation impaired by this work, they shall be replaced or restored to the satisfaction of the Grantor.

17. *Care of Drainage.* If the work herein contemplated shall interfere with the established drainage, ample provision shall be made by the Permittee to provide for it as may be directed by the Grantor.

18. *Submit Location Plan.* Upon completion of underground or surface work of consequence, the Permittee shall furnish plan to the Grantor's District Office showing location and details.

19. *Maintenance.* The Permittee agrees by the acceptance of this permit to exercise reasonable care to maintain properly any encroachment placed by it in the highway and to exercise reasonable care in inspecting for and immediately repairing and making good any injury to any portion of the highway which occurs as a result of the maintenance of the encroachment in the highway or as a result of the work done under this permit, including any and all injury to the highway which would not have occurred had such work not been done or such encroachment not placed therein.

PIPES, CONDUITS, GAS PUMPS, ETC.

20. *Crossing Roadway.* Service and other small diameter pipes shall be jacked or otherwise forced underneath pavement without disturbing same. Pavement or roadway shall not be cut unless specifically permitted on the face hereof. Service pipes will not be permitted inside of metal culvert pipes used as drainage structures.

21. *Limit Excavation.* No excavation is to be made closer than eight (8) feet from the edge of the pavement except as may be specified.

22. *Tunneling.* No tunneling will be permitted except on major work as may be specifically set forth on the face hereof.

23. *Depth of Pipes.* There shall be a minimum of 30 inches of cover over all pipes or conduits.

24. *Backfilling.* All backfilling is to be moistened as necessary and thoroughly compacted to required dry density per cubic feet. Whenever required by the Grantor, a trench crossing the roadway shall be backfilled with gravel or crushed rock.

25. *Surfacing.* After proper backfilling, base and surfacing shall be replaced in kind, and the site restored to its original condition, all to the satisfaction of the Grantor.

26. *Maintain Surface.* The Permittee shall maintain the surface over structures placed hereunder as long as necessary.

27. *Pipes Along Roadway.* Pipes and utilities paralleling the pavement shall be located at the distance from traveled way and at such depth as specifically directed on the face hereof. Cutting of tree roots will not be permitted.

POLES, WIRES, CABLES AND OVERHEAD STRUCTURES

28. *Location Pole Lines, etc.* Pole lines shall be located one foot from the property line unless otherwise specified on the face hereof.

29. *Public Utilities Commission Orders.* All clearances and type of construction shall be in accordance with the applicable orders of the Public Utilities Commission of the State of California.

30. *Permission from Property Owners.* Whenever necessary to secure permission from abutting property owners, such authority must be secured by the Permittee prior to starting work.

31. *Clearance of Trees.* Poles must be of such height as to permit clearance over a tree 40 feet in height, where quick growing trees are in place. At locations where slow growing trees are in place, normal construction standard may be followed at the option of the pole line company, with provision to ultimately clear a 40-foot tree.

32. *Guy Wires.* No guy wires are to be attached to trees except on specific authority and in no event shall they be so attached as to girdle the tree or interfere with its growth. Guy wires shall be kept at a minimum elevation of six feet above the ground whenever so directed.

33. *Clearing Around Poles.* The Permittee shall remove and keep clear all vegetation from within a radius of at least five feet of the poles.

34. *Painting or Visibility Strips.* All poles are to be painted for a distance of six feet above the ground using white lead and oil or aluminum paint or in lieu thereof, when poles have creosoted butts, wood, metal or other approved type of visibility strips may be placed. Wood strips are to be Douglas fir 1″ x 3″—5′ long placed on 6″ centers about the base of pole and painted with white lead and oil or aluminum paint. If metal strips are used such strips may be placed either vertically or horizontally. Paint is to be renewed as often as may be required to maintain a satisfactory covering. If not painted when installed or renewed as the Grantor may consider necessary, the right is reserved to have this painting done and the Permittee hereby agrees to bear the cost thereof under the terms of this permit.

Poles that do not present a possible traffic hazard will be given consideration for exemption from those provisions upon written request of Permittee accompanied by pertinent data as to pole location, difference in elevation, etc. The Grantor's decision will be final in this regard.

35. *Remove Old Poles, Guys and Stubs.* The entire length of such timbers shall be removed from the ground and the holes backfilled and thoroughly tamped. In paved areas, temporary A.C. surfacing shall be placed until such time as permanent repairs are made.

PLANTING TREES

36. *Location and Species.* The location and kind of trees to be planted shall be specified on the face of this permit.

37. *Planting and Maintenance Cost.* The Permittee must bear the cost of planting the trees. The arrangement as to maintenance of the trees shall be specifically set forth on the face of the permit. In particular cases arrangements may be made for the Grantor to do this work upon deposit of a certain sum for each tree which is to be planted. The Grantor reserves the right to assume the maintenance or to decline to do so as conditions justify.

38. *Group Planting.* The cost of group plantings and similar special work which may be agreed upon with the Grantor shall be borne by the Permittee. Land for such plantings shall be secured in fee by the Permittee and turned over to the State. Plantings for parking and picnic grounds will not be considered in this connection.

REMOVAL OR TRIMMING OF ROADSIDE TREES

39. *Removal of Trees.* When permit is granted for removal of a tree as an independent operation or as a part of other work, the entire stump shall be taken out for a depth of at least two feet below the ground surface or pulverized with a rotary stump grinder.

40. *Clearing the Site.* All timber and debris shall be removed from the right of way. The hole left by the stump shall be backfilled and thoroughly tamped and the site left in a presentable condition.

41. *Trimming of Trees.* In general, only light trimming of branches two inches or less in diameter will be permitted and only when specifically so stated on the face hereof. The shapeliness of the tree must be preserved.

42. *Inspection.* If the permit requires inspection by the Grantor during progress of the work the cost of inspection shall be borne by the Permittee. No charge will be made for occasional routine inspection.

Road Approaches, Connecting Pavements and Minor Work

43. *Grades and Specifications.* Grades and types of construction shall be as detailed by plans or stated on the face of this permit.

44. *Borrow and Waste.* Only such borrow and waste will be permitted and within the limits as set forth on the face of this permit.

45. *Minor Work.* Grading down of small banks, small ditches, placing of awnings, and other similar minor work shall be governed by the general provisions and as detailed on the face hereof.

Signs

46. *Clearance of Signs.* The minimum clearance from the sidewalk shall be twelve feet unless otherwise provided as a provision of this permit.

Railroad Crossings

47. *Safety and Convenience.* The future safety and convenience of the traveling public shall be given every consideration in the location and type of construction.

48. *Meet Highway Grade.* The grade and superelevation of the track must conform to the grade of the highway at point of crossing.

49. *Width of Paving.* The crossing shall be planked or paved as may be specified on the face of this permit for the full roadway and shoulder width.

EST. 1761. 39692-500 1-76 20M △ OSP

E. S. Hunter, Transportation, Salem Ore.
280-E-764282

(7) Attention is directed to the General Provisions of this permit.

(8) The surety bond required by General Provision No. 15 of this permit is hereby waived.

(9) Any failure on the part of the Permittee or his contractor or agent to abide by the terms of this permit or the requests or instructions of the State's representative shall be cause for immediate stoppage of the work until the deficiency is corrected.

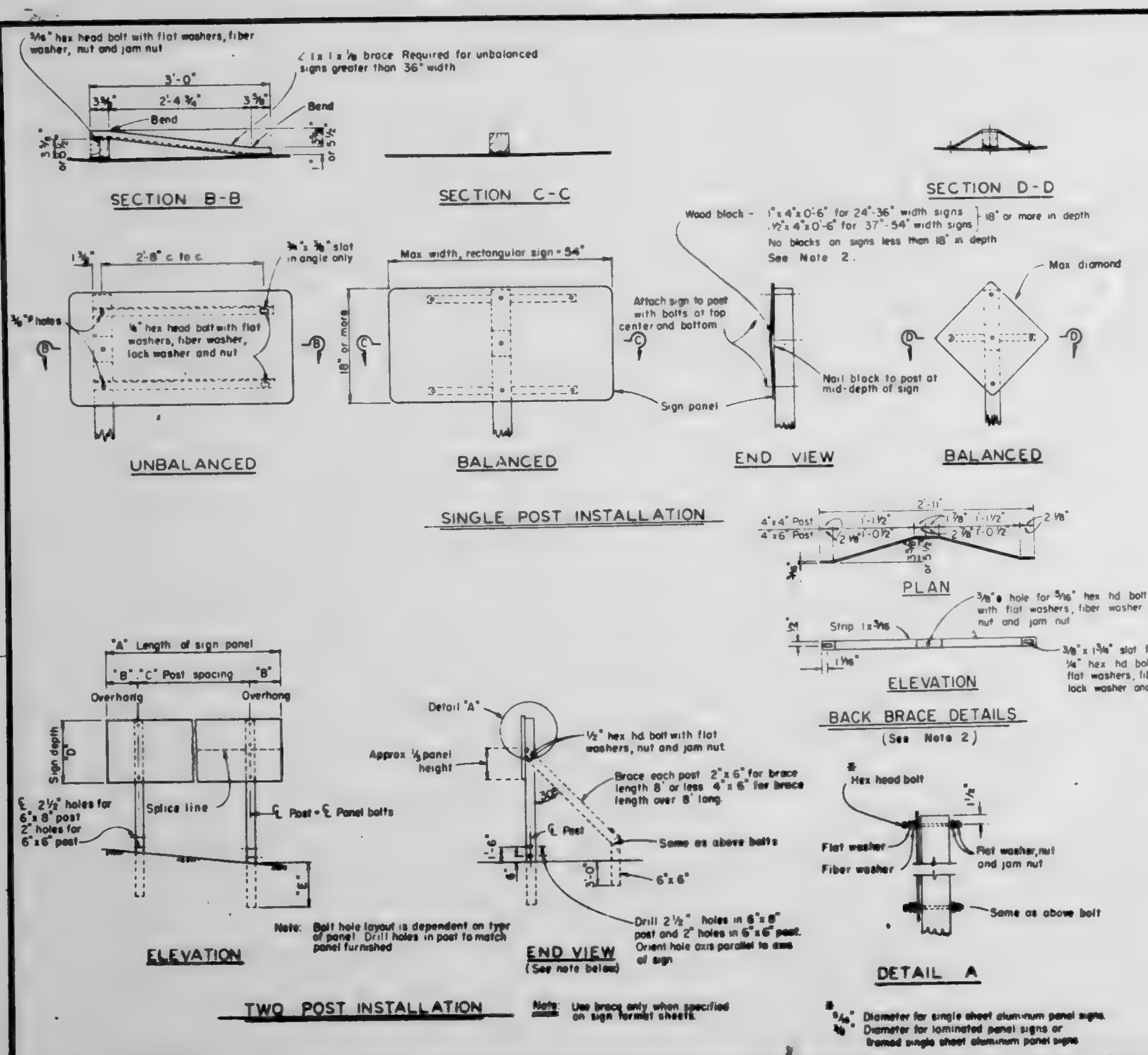
(10) Upon completion of the authorized work, the Permittee shall complete the attached postal card and mail immediately.

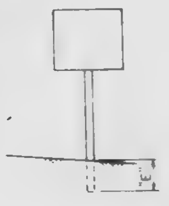
(11) At least 24 hours before starting any work, notify Maintenance Superintendent A. B. Horton, 1745 South Main Street, Yreka, Ca. 96097, phone (916) 842-2723.

(12) A Division of Industrial Safety permit is not required.

The permittee for himself, his personal representatives, successors in interest and assigns, as part of the consideration hereof, does hereby covenant and agree that (1) no person on the ground of race, color, or national origin shall be excluded from participation in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the ground of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the permittee shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said regulations may be amended.

That in the breach of any of the above non-discrimination covenants, the State of California, shall have the right to terminate the permit and to re-enter and repossess said land and the facilities thereon, and hold the same as if said permit had never been made or issued.


5/16" hex head bolt with flat washers, fiber washer, nut and jam nut
∠ 1 x 1 x 1/8 brace Required for unbalanced signs greater than 36" width
3'-0"
3 3/8"
2'-4 3/4"
3 3/8"
Bend
Bend
3 1/2" or 5 1/2"
3 1/2" or 5 1/2"
SECTION B-B
SECTION C-C
1 3/4"
2'-8" c to c
3/8" x 3/8" slot in angle only
3/8"⌀ holes
1/4" hex head bolt with flat washers, fiber washer, lock washer and nut
UNBALANCED
Max width, rectangular sign = 54"
18" or more
Attach sign to post with bolts at top center and bottom
Sign panel
BALANCED
SINGLE POST INSTALLATION
Wood block - 1" x 4" x 0'-6" for 24"-36" width signs / 1/2" x 4" x 0'-6" for 37"-54" width signs } 18" or more in depth
No blocks on signs less than 18" in depth
See Note 2.
Nail block to post at mid-depth of sign
END VIEW
SECTION D-D
Max diamond
BALANCED
2'-11"
4" x 4" Post
4" x 6" Post
1'-1 1/2"
1 7/8"
1'-1 1/2"
2 1/8"
2 1/8"
1'-0 1/2"
2 1/8"
1'-0 1/2"
PLAN
3/8"⌀ hole for 5/16" hex hd bolt with flat washers, fiber washer nut and jam nut
Strip 1 x 3/16
1 1/16"
3/8" x 1 3/4" slot for 1/4" hex hd bolt with flat washers, fiber washers, lock washer and nut
ELEVATION
BACK BRACE DETAILS
(See Note 2)
"A" Length of sign panel
"B" "C" Post spacing "B"
Overhang
Overhang
Sign depth "D"
℄ 2 1/2" holes for 6" x 8" post
2" holes for 6" x 6" post
Splice line
℄ Post = ℄ Panel bolts
"E"
Note: Bolt hole layout is dependent on type of panel. Drill holes in post to match panel furnished
ELEVATION
Detail "A"
Approx 1/3 panel height
1/2" hex hd bolt with flat washers, nut and jam nut
Brace each post 2" x 6" for brace length 8' or less 4" x 6" for brace length over 8' long.
30°
℄ Post
Same as above bolts
6" x 6"
3'-0"
Drill 2 1/2" holes in 6" x 8" post and 2" holes in 6" x 6" post. Orient hole axis parallel to axis of sign
END VIEW
(See note below)
TWO POST INSTALLATION
Note: Use brace only when specified on sign format sheets.
* Hex head bolt
1 1/2"
Flat washer
Fiber washer
Flat washer, nut and jam nut
Same as above bolt
DETAIL A
* 5/16" Diameter for single sheet aluminum panel signs.
3/8" Diameter for laminated panel signs or framed single sheet aluminum panel signs



Post Embedment	
Post Size	"E"
4" x 4"	3.5'
4" x 6"	4.5'
6" x 6"	5.0'
6" x 8"	6.0'

CHIEF ENGINEER PLANNING BRANCH
REGISTERED CIVIL ENGINEER NO 9013

DATE APPROVED June 25, 1974

POST SPACING TABLE		
SIGN PANEL LENGTH	SIGN PANEL OVERHANG	POST SPACING
"A"	"B"	"C"
4'-8", 5'-0" & 5'-6"	7", 9" & 12"	3'-6"
6'-0" & 6'-6"	12" & 15"	4'-0"
7'-0" & 7'-6"	15" & 18"	4'-6"
8'-0"	18"	5'-0"
8'-6"	20"	5'-2"
9'-0"	22"	5'-4"
9'-6"	23"	5'-8"
10'-0"	24"	6'-0"
10'-6"	24"	6'-6"
11'-0", 11'-6" & 12'-0"	24", 27" & 30"	7'-0"
12'-6"	30"	7'-6"
13'-0"	30"	8'-0"
13'-6" & 14'-6"	30" & 36"	8'-6"
14'-0" & 15'-0"	30" & 36"	9'-0"
15'-6" & 16'-0"	36" & 39"	9'-6"
16'-6"	39"	10'-0"
17'-0" & 17'-6"	39" & 42"	10'-6"
18'-0" & 18'-6"	42" & 45"	11'-0"
19'-0"	45"	11'-6"
19'-6" & 20'-0"	45" & 48"	12'-0"
20'-6" & 21'-0"	48" & 51"	12'-6"
21'-6"	51"	13'-0"
22'-0" & 22'-6"	51" & 54"	13'-6"
23'-0"	54"	14'-0"
23'-6" & 24'-0"	54" & 57"	14'-6"

Notes

1 Place long dimension of post cross section normal to sign axis
2 Balanced single post installations of unframed single sheet aluminum panel signs shall have blocks if 18" or more in depth and a combination of blocks and back braces if 18" or more in depth and 34" or more in width. Signs panels less than 18" in depth and 34" or more in width shall have back braces only.
3 For post size see sign layout, format or quantity sheets
4 Balanced single post installations of Laminated Panel and Framed single sheet panel signs require back braces when 34" or more in width.

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

ROADSIDE SIGN
WOOD POSTS
TYPICAL INSTALLATION DETAILS NO. 2

S 42-15

Construction Signs 5-02

5–02.1 Criteria For Design and Use

Temporary warning signs in construction areas shall have a black legend on an orange background. Existing yellow warning signs within these areas may remain in use. Color for other signs shall follow the standard for all highway signs.

The sizes of signs shown on the following pages are considered adequate under normal conditions. On major highways, particularly where speeds are high, larger signs may be advisable.

On streets and highways where speeds and volumes are relatively low, or where traffic has already been slowed by construction approach warning signs, the use of signs smaller than standard sizes may be justified.

All signs used during the hours of darkness shall be reflectorized or illuminated. The use of orange or red flags, or yellow flashing warning lights in conjunction with signs is permitted as long as they do not interfere with a clear view of the signs face.

Each construction sign has a definite purpose and is to be used in a uniform manner. Excessive use of signs is undesirable. Too many signs may cause confusion or defeat their purpose by causing drivers to disregard them. Construction signs are not to be used until they are needed and when no longer needed they should immediately be removed, or their message covered.

Construction signs other than those specified may be used under special conditions. In situations where messages are required, other than those provided in this manual or in the State Sign Specifications, the sign should be of the same shape and color as standard signs of the same functional type, and messages shall be brief and legible.

5–02.2 Criteria for Position and Location

The standard position for signs is on the right, 8 to 15 feet from the edge of pavement with the bottom of the sign 5 feet above the pavement level. The height of the sign above the pavement should be increased where the view is obstructed. Where special emphasis is deemed necessary, dual installations may be made which consist of duplicate signs opposite each other on the left and right sides of the roadway.

Within a construction or maintenance project limits, however, it may be necessary and/or desireable to erect signs at lower heights on temporary portable supports or barricades placed within the roadway. The bottom of signs mounted on portable supports or barricades may be lowered in height to the pavement elevation, if they are to be in position for less than one day.

Where field conditions permit, the following suggested sign positioning should be used. Where normal open highway speeds prevail on the approach to the work site, advance warning signs should be placed at least 750 feet in advance. Where a series of advance warning signs is used, the warning sign nearest the work site should be placed 500 feet min. in advance of the point of restriction with the additional signs at 500 feet min. intervals.

Where prevailing speeds are low on the approach to the site, signs may be placed at 300 feet spacings in the immediate vicinity of the work, and at even closer spacings in urban areas where intersections are prevalent.

Highway design and alignment may create unusual conditions on a project, and sign placement should be adjusted accordingly to positions where they will convey their messages most effectively. Sign message selection may also vary, depending upon the type of work and conditions involved on the project.

Illustrations of typical construction sign installations are shown at the end of this topic.

Signs shall be kept in proper position, clean, legible, and in good repair at all times so as to assure their maximum effectiveness.

9442

L

DES 16-1

April 23, 1980

Mr. Eugene W. Knaebel
District Traffic Engineer
California Department of Transportation
P. O. Box 2107
Redding, California 96001

Dear Mr. Knaebel:

Midland-California State Line
The Dalles-California Highway
Klamath County

We are presently preparing contract plans for a nine-mile project beginning at the Oregon-California State Line on Highway 97.

It will be necessary to install advance construction warning signs within the State of California. These signs will consist of:

> Facing traffic incoming to Oregon -- "ROAD CONSTRUCTION NEXT 9 MILES" with amber flasher throughout the life of the contract.
>
> Also, "CONSTRUCTION SPEED 40", "BE PREPARED TO STOP" and "FLAGGER AHEAD" signs when paving operations are near the State's border.
>
> Also, facing traffic entering California, "END CONSTRUCTION -- THANK YOU FOR YOUR PATIENCE" throughout the life of the contract.

These signs would extend approximately one-half mile into California.

Enclosed is a copy of Article 107.21 "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions for the subject project:

> ...The following is hereby added to the Special Provisions:
>
> "Subsection 107.21 - Responsibility for Damage Claims. In connection with the work to be performed in the State of California under this

> contract, it shall be understood that the 'indemnification and save harmless' requirements of Subsection 107.27 of the Standard Specifications extends to the State of California, the California State Transportation Commission, The California State Director of Transportation and officers and employees of the State of California..."

We request authority to install construction signs within the State of California for this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
C. T. Keasey
L. E. George
Dale Allen

WEC:db ja

~~or otherwise restoring as may be directed, or he shall make good such~~ damage or injury in an acceptable manner.

Land irrigation and drainage facilities and growing crops shall be protected from damage. The contractor shall perform his operations at such times and in such manner as not to interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to such facilities and crops as they may affect the performance of his work and shall have taken into consideration, in his bid, any delays, inconveniences and damages which may occur.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

These provisions shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water and gas lines, and to other underground structures, to overhead structures, to land monuments and property marks, to mail and newspaper boxes, to irrigation facilities, to crops and to all other real or personal, private and public property whether shown on the plans or not. It shall be the contractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the ~~location and extent of any fire seen by them.~~

107.21 Responsibility for Damage Claims - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

~~107.22 Contractor's Responsibility for Utility Property and Services~~ At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage service is interrupted, repair work shall be continuous until ~~the service is restored. No work shall be undertaken around fire~~

945 L.

STATE OF OREGON

INTEROFFICE MEMO

Bend, OR 97701 LOC 18-1960

TO: J. L. Gunter
District Engineer

DATE: March 3, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: Left Turn Refuge
US 97 @ Midland Highway
Klamath County

NOTED
E. S. HUNTER

The Federal Safety Program for high hazard corrective work can only justify a $65,000 project at this location. It was this estimate that was used to initially develop the cost/benefit ratio. Since the location estimate exceeds $350,000, it is unlikely it can be funded by any means in the next biennium.

The project will be dropped from the 6 Year Program and will have to compete with other FA Primary Projects at the biennial update of this program.

To increase the chances of future (1982) funding, you may want to consider constructing the embankment with Minor Betterment as these funds become available.

DDA:pw

cc: L. E. George
E. S. Hunter ✓
J. E. Holcomb -- Please continue to monitor accident data at 6 month and 1 year intervals.

RECEIVED
TECHNICAL SERVICES

MAR 4 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9452

2-1-10

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-4-1(7)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90154

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR

Info	Inves	R/O	O/S	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/31/80

FEDERAL ROUTE NUMBER Primary 4

STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:

The Dalles - California Highway at Midland Highway

GENERAL DESCRIPTION OF WORK:

Terminate Project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/31/80 I approve the termination of the subject project. Also, I concur that PE charges are eligible for period 9/11/79 to 1/31/80.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-808

PRO 6-1-4

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 16, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Title II, Section 209 Project Cancellation
The Dalles-California Highway at
Midland Highway
HES-4-1-(7)

After reviewing the proposed design and estimated cost for the subject project, it does not appear that the majority of the accidents, upon which the project was based, can now be classified as preventable or that a favorable benefit/cost ratio can be achieved.

We recommend that the project be cancelled as a Title II, Section 209 (Hazard Elimination Program) project and request that you authorize the cancellation under delegated authority.

In summary:

Jurisdiction	Project Name	Total Funds	Federal Funds	State Funds
State	The Dalles-California Highway at Midland Highway	$300,000	$270,000	$30,000

NOTED
L. E. GEORGE

L E George
L. E. George
Traffic Engineer

NOTED
DON WAGNER

RHB:jrb
Attachment

APPROVED BY:

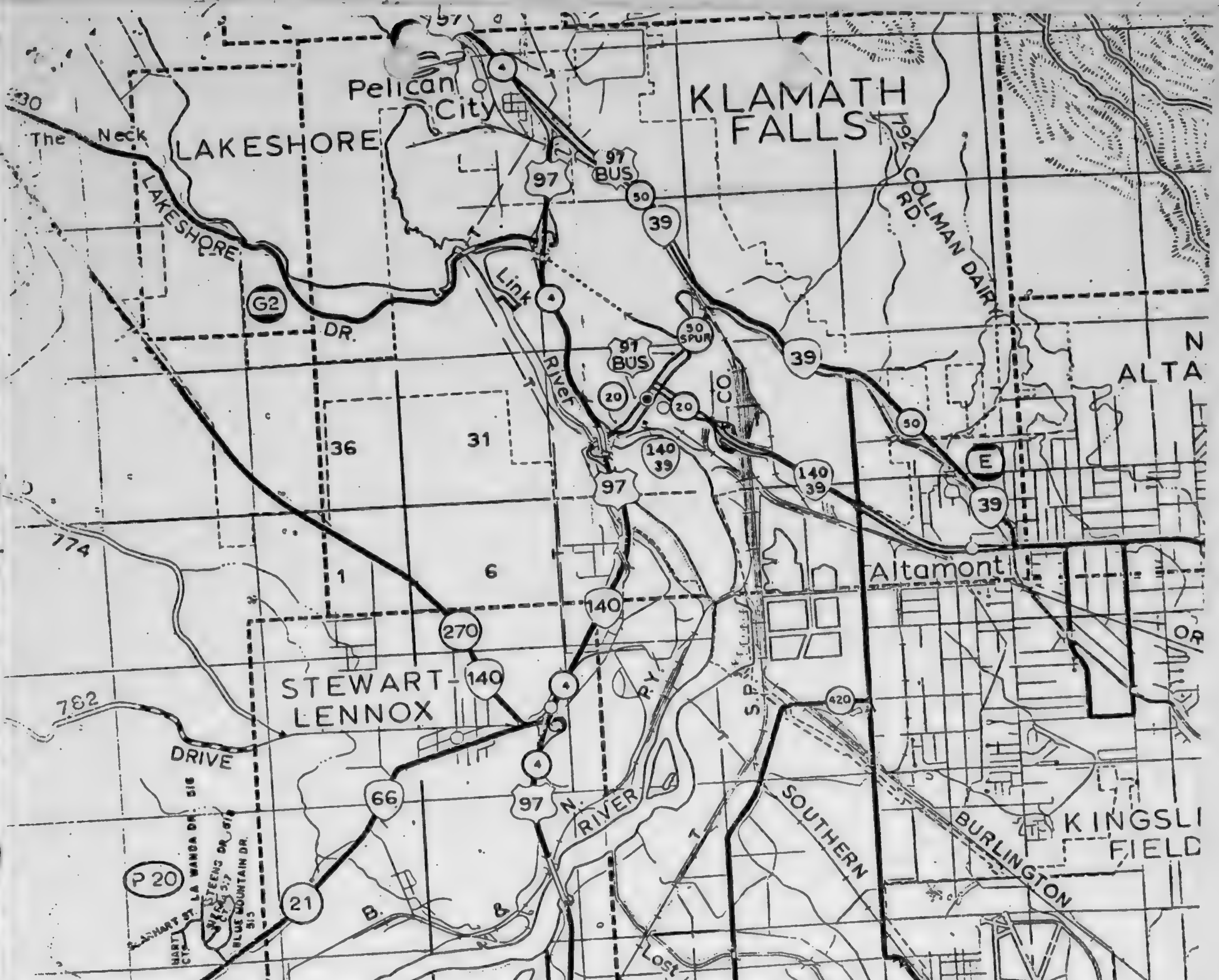
H S Coulter
State Highway Engineer

DATE: 1-18-80

1-21
orig to [illegible]
cy George

RECEIVED
JAN 2 1 1980
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER


Pelican City
KLAMATH FALLS
LAKESHORE
The Neck
LAKESHORE DR.
G2
97
97 BUS
50
39
4
Link
River
97 BUS
50 SPUR
20
20
CO
COLLMAN DAIRY RD.
792
N
ALTA
39
50
E
140 39
140 39
39
36
31
1
6
774
Altamont
97
140
270
140
STEWART-LENNOX
782
DRIVE
66
21
P 20
97
N. RIVER
R.Y.
B. & B.
S.P.
420
SOUTHERN
BURLINGTON
KINGSL
FIELD
OR
Lost
River
K.G.M.A.
420
D2
CO
PROJECT LOCATION
RD
876
RD
SPRINGS
KLAMATH
DELFATTI LN.
785
528 ROAD
Miller Hill
3283
LOMBARDY LN
883
ROAD
Spring
FALCON HEIGHTS
Miller Is.
36
31
MIDLAND
888
OLD MIDLAND
TINGLEY
A11
LAKE
Marsh
1
6
G5
LOWER KLAMATH
423
Lake
G
HART ST.
LA WANDA DR.
STEENS DR.
BLUE MOUNTAIN DR.

August 17, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Amend Project Costs
Item No. 90154
Project No. HES-4-1(7)
The Dalles-California Hwy. @
Midland Hwy. Section
Klamath County

I request you amend "Estimated Project Cost by Phases" on the PR-1 and my request for PE authorization submitted March 20th as shown below:

	TEC	FF	STATE
PE	$ 8,000	$ 7,200	$ 800
Const.	300,000	270,000	30,000
Totals	$308,000	$277,200	$30,800

Attached is additional information consisting of PE cost tabulation, reconnaissance estimate and collision diagram.

This estimate gives a B/C ratio of 3.8 using accident for the period 1/1/72 through 12/31/76.

JLG:dmc
Attachments
cc: L. E. George

9452 2

March 20, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90154
Project No. HES-4-1(7)
The Dalles-California @
Midland Hwy. Section
Klamath County

Attached data consists of PR-1 form with project maps, narrative report, pictures, accident information and sketch maps.

We request the following:

1) Concurrence that the project qualifies for the timesavings procedures enumerated in FHPM 6-8-2-1.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $6,000 with an obligation of $5,400 in federal funds.

DRH:dmc
Attachments
cc: L. E. George
Dale Allen, Reg. 4

9452

2.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES 4-1(7)

STATE [illegible]CT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90154

FROM:
G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-11-79

FEDERAL ROUTE NUMBER Primary 4

STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
The Dalles - California Highway at Midland Highway Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Utility prepartory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 3-20-79 and 8-17-79 I concur that timesaving procedures under FHPM 8-2-3 apply to this project. You are now authorized to proceed with the work shown above for a TEC of $8,000 with Federal Funds limited to $7,200.

DATE 9-11-79

SIGNATURE OF APPROVING OFFICIAL Malach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

RECEIVED
STATE HWY ENG.
SEP 25 79

[illegible]

REFER TO [illegible]
FOR

1982 Geary St.-Albany Ave. 9453
(Albany) Sec. of Salem Ave.
(Grading and Paving)

C+A 7339 9-8-80

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	145124
YOUR ORDER NUMBER	BILLING REQ NUMBER	DATE	VENDOR NUMBER
	CA 5585	4/7/87	~~000100025-~~00

0001000025-00

City of Albany
P.O. Box 490
Albany OR 97321

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09453-000	L06	2000			844010	04	$8,908.30

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final settlement M2940 (2) Contract 9453
Geary Street - Albany Ave, Salem AVE
Revised invoice - replaces invoice 144937
See revised itemized statement attached.

AMOUNT DUE: $8,908.30

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $8,908.30

GARY ZEHNER 378-6011

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

OREGON STATE HIGHWAY DIVISION

Revised 3/18/87

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 9, 1986

CITY: Albany AGREEMENT NO: 7339 PROJECT NO: M-2940(2)

CONTRACT NO: 9453 SECTION: Geary St.-Albany Ave., Salem Ave.

CONSTRUCTION (Prefix No. 322-1009):

Payment to Contractor ($7,632.54 Non-Part.)	$446,600.12
Credit for Liquidated Damages	(3,600.00)
Time Extension(Non-Part)	3,600.00
Interest on Final Payment (Non-Part.)	1,019.81
Signing & Striping by City	11,356.85
Construction Engineering by State	477.04
Construction Engineering by City	16,798.50
Consultant Fee	29,201.50
Audit Expense	955.52
Program Section	15.53
Salem Lab	821.47
Technical Services	239.41
Construction Section	1,582.98
Region Office	672.04
TOTAL	$509,740.77
Less Federal Funds	(438,685.29)
Less State Share: $\frac{\$438,685.29}{88.18\%} \times 5.91\%$	(29,401.56)
State Participation in Non-Participating Costs (6-19-85)	(2,205.62)
TOTAL CITY SHARE	$ 39,448.30
Less City Advance Deposit 4-9-82	(30,540.00)
BALANCE DUE FROM CITY	$ 8,908.30

GEZ:me
cc: J. Henry
R. Sjolander
LPG Files

7/1

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	144937
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5539	3-2-87	0001000025-00

City of Albany
PO Box 490
Albany, OR 97321

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C	E.A SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT	REVENUE SOURCE	AGY SRC	AMOUNT
617	C09453-000	L06	2000			844010	04	11,113.92

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION	TOTAL PRICE
Final Settlement M2940 (2) Contract 9453 Geary Street-Albany Avenue, Salem Avenue See attached itemized statement.	
Amount Due	11,113.92
GL 1140	
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	
TOTAL AMOUNT DUE	$11,113.92

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner, 378-6011 or Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAR 10 1987

Refer To ____
R D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-21-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 3/03/82 TO 1/21/86

FEDERAL AID PROJECT NO.
M-2940(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
509,740.77	497,488.42	.8818	438,685.29	438,685.29	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/21/86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GEARY ST. - ALBANY AVE. (ALBANY) SALEM AVENUE LINN COUNTY					
	Construction Type Code 6204 Roadway (Sta. 22+00.7 to Sta. 57+25)					
	Final Contract Payment Summary	Lump Sum			$438,967.58	
	Provide signing, striping and legend (City of Albany)	All Required			11,356.85	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$450,324.43**	
	Construction Engineering					
	Work by HGE, Inc.	All Required			$ 46,000.00	
	State	All Required			3,808.47	
	Liquidated Damages	Lump Sum			(3,600.00)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 46,208.47**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 955.52	
	TOTAL PARTICIPATING PROJECT COST				**$497,488.42**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 7,632.54	
	Time Extension	Lump Sum			3,600.00	
	Interest on Final Payments	All Required			1,019.81	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 12,252.35**	
	TOTAL PROJECT COST				**$509,740.77**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 327

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	322	1004	920	00	P 1			116.01	81	81
	322	1004	928	00	N 1			19.77	82	83
	322	1004	940	00	P 1			1,351.54	81	81
	322	1004	941	00	P 1			3.27	81	82
	322	1004	942	00	P 1			145.04	81	82
	322	1004	944	00	P 1			410.14	81	82
	322	1004	945	00	P 1			912.13	81	82
	322	1004	946	00	P 1			1,782.62	81	82
	322	1004	948	00	P 1			86.56	81	81
	322	1004	950	00	P 1			1,121.75	81	82
	322	1004	950	00	N 1			25.55	81	81
			TOT		P1			413,120.59		
			TOT		P8			1,675.13		
			TOT		N1			465.65		
			** JOB TOTALS **			**	**	415,261.37 **		
GEARY ST-ALBANY AVE	CONT NO 9453	FA PROJ NOS M	2940002 95					M 2940002	05 STATE	
	322	1009	201	00	P 1	City contractor	4,411.22CR	437,995.40	82	84
	322	1009	201	00	P 8			7,262.18	82	83
	322	1009	201	00	N 1		4,411.22	7,632.54	83	84
	322	1009	203	00	P 1	Credit for City Dam...		9,350.00CR	82	83
	322	1009	203	00	N 1	"		3,600.00	83	83
	322	1009	204	00	P 1		950.00		82	84
	322	1009	204	00	P 8		50.00		82	84
	322	1009	205	03	P 1		573.25		84	84
	322	1009	206	00	N 1	Interest	968.82	968.82	84	84
	322	1009	206	00	N 8	"	50.49	50.49	84	84
	322	1009	270	03	P 1	[illegible]	3,946.91CR	7,513.03	84	84
	322	1009	270	03	P 8	"	3,838.82	3,838.82	84	84
	322	1009	295	00	N 2	City		30,540.00	82	[illegible]
	322	1009	296	00	N 9	[illegible]	7,268.35CR	469,1[illegible]CR	82	[illegible]
	322	1009	298	00	N 9	" Fed	7,268.35	438,998.63	82	85
	322	1009	900	00	P 1	Const. Engr.	12.32	371.20	82	84
	322	1009	900	00	P 8			9.74	82	84
	322	1009	903	00	P 1	[illegible]		16,798.50	82	83
	322	1009	904	00	P 1	[illegible]		29,[illegible].50	82	83
	322	1009	915	00	P 1	Audit 1.05CR	232.84	911.90	83	[illegible]
	322	1009	915	00	P 8	" .04CR	7.89	43.62	83	[illegible]
	322	1009	920	00	P 1	[illegible]		14.76	82	[illegible]
	322	1009	920	00	P 8			.77	82	[illegible]
	322	1009	940	00	P 1	[illegible] 47.28	47.28	780.41	82	[illegible]
	322	1009	940	00	P 8	" 2.48	2.48	41.06	82	[illegible]
	322	1009	944	00	P 1	Tech. Serv. 5.70	5.70	22[illegible]	82	[illegible]
	322	1009	944	00	P 8	" .30	.30	11.99	82	85
	322	1009	945	00	P 1	Const. Sec. 41.46	226.77	1,503.82	82	[illegible]
	322	1009	945	00	P 8	" 2.19	11.92	79.16	82	[illegible]
	322	1009	946	00	P 1	Regional Office		638.42	82	83
	322	1009	946	00	P 8	"		33.82	82	83

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	322	1009	948	00	P 1	Gen Cont Eng .04CR	8.51	95.01	82	84
	322	1009	948	00	P 8		.45	1.[illegible]	82	84
			TOT		P1	93.36	6,301.58CR	4[illegible]6,166.[illegible]		
			TOT		P8	4.93	3,911.[illegible]	11,[illegible].65		
			TOT		N1		5,[illegible]0.[illegible]4	12,2[illegible]		
			TOT		N8		50.99	50.99		
			** JOB TOTALS **			98.28 **	3,041.03 **	509,740.77 **		

```
REPORT NO: FMBL003-1                            OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE  32
SEQ: FEDERAL APPROPRIATION, FEDERAL                FINANCIAL MANAGEMENT SYSTEM                                      RUN 11/12/86 22:34
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: W32

 AGREEMENT         TOTAL COSTS       AMOUNT       --PARTICIPATION--      AGREEMENT        FEDERAL    -ADJUSTMENT-        VOUCHER
   EA/SUBJOB          TO DATE    PREV CLAIMED     AMOUNT    PERCENT       AMOUNT           SHARE     AMOUNT  CODE         AMOUNT
FEDERAL PROJECT: M   -2438-003

 F04352
   C3151939-000           84.68          74.62          84.68

 AGREEMENT TOTALS         84.68          74.62          84.68  88.12      14,671.00          74.62        .00                 .00

FED PROJ TOTALS           84.68          74.62          84.68             14,671.00          74.62        .00                 .00

FEDERAL PROJECT: M   -2470-001

 F01978
   C3151963-000        4,998.86       3,505.87       4,998.86
   C3151963-011          260.38         759.48         260.38

 AGREEMENT TOTALS      5,259.24       4,265.35       5,259.24  85.77      11,450.00       4,510.85        .00              245.50

FED PROJ TOTALS        5,259.24       4,265.35       5,259.24             11,450.00       4,510.85        .00              245.50

FEDERAL PROJECT: M   -2663-001

 F03897
   C0061910-000       20,049.11      17,419.60      20,049.11

 AGREEMENT TOTALS     20,049.11      17,419.60      20,049.11  88.15      39,425.00      17,673.29        .00              253.69

FED PROJ TOTALS       20,049.11      17,419.60      20,049.11             39,425.00      17,673.29        .00              253.69

FEDERAL PROJECT: M   -2940-002

 F02058
   C09453   -010      12,201.36            .00            .00
   C09453   -011     486,166.37     428,701.51     486,166.37

 AGREEMENT TOTALS    498,367.73     428,701.51     486,166.37  88.18     428,701.51     428,701.51        .00                 .00

 F02059
   C09453   -080          50.99            .00            .00
   C09453   -081      11,322.05       9,983.78      11,322.05

 AGREEMENT TOTALS     11,373.04       9,983.78      11,322.05  88.18       9,983.78       9,983.78        .00                 .00

FED PROJ TOTALS      509,740.77     438,685.29     497,488.42            438,685.29     438,685.29        .00                 .00

FEDERAL PROJECT: M   -2940-003

 F04008
```

11/21/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09453	011		300	0521	
C09453	011		300	0521	
C09453	011		300		
C09453	011		304	0521	
C09453	011		304	0521	
C09453	011		304		
C09453	011				
C09453	011				
C09453					

Cont. Pay

credit Ligdon

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   JOB COST SUMMARY
OB/ACTIVITY/OBJ-DETAIL CREW NUMBER
PAYROLL CHARGES ARE LOADED

  CREW       MSA           CURRENT                      CURRENT
 NUMBER     FIELD           MONTH                       BALANCE

  0521                          6,150.00-                   6,150.00-
  0521                          6,150.00-                   6,150.00-

                                6,150.00-                   6,150.00-

  0521                          6,150.00                    6,150.00
  0521                          6,150.00                    6,150.00

                                6,150.00                    6,150.00
                                     .00                         .00

                                     .00                         .00

                                     .00                         .00
```

bi cc: (Ruli

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 1/15/86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-2940(2)
COMPLETION DATE (Actual) 12/8/82	ACCEPTANCE DATE BY CONRTACT AGENCY 7/10/84	TIME ELAPSED $\frac{215}{150} = 143$ %	CONTRACT TIME 150 CD
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GEARY ST.-ALBANY AVE.
SALEM AVENUE (FAU 2940)
Grading, Drainage, & Paving

This project provided for widening a narrow street to a 44' curbed roadway (two 12' travel lanes, a 12' turning lane, and an 8' parking lane) with two 5' sidewalks.

Final project cost underran by approximately two percent. There were no contract claims.

A final inspection of the completed project was made December 28, 1983.

- WHK -

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | J/R | Sign | Act | File

1/23

W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible]		SIGNATURE [illegible]	
TITLE Area Engineer	DATE JAN 17 1986	TITLE Field Operations Engineer	DATE [illegible] 21 [illegible]

July 23, 1984

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 5
#9453

Gentlemen or Ladies:

On July 18, 1984, we wrote to you concerning release of final payment on Contract No. 9453 awarded to Wildish Corvallis Construction Co. for work on the Geary Street-Albany Avenue (Albany) Section of FAU 2940 in Linn County.

Final payment on this contract is $1,000.00. The total contract amount is $446,600.12 including $7,671.53 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Wildish Corvallis Construction Co.
PO Box 987
Corvallis, OR 97339

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 01 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

TO: W. E. Schwartz, P.E.
Ass't. State Highway Engineer

DATE: June 19, 1985

FROM: Gerald Wimer, P.E. Gerald Wimer
Construction Operations Engineer

SUBJECT: Geary St.-Albany Ave. (Albany)
Contract No. 9453

RECEIVED
JUN 25 1985
CONSTRUCTION SECTION
[✓ CE] [✓ CAE] COE W OM
[✓ OE] CA CAM EEO
LS TC SA CC FE CP POC QCS FILE

This FAU project on Salem Avenue in Albany was constructed by Wildish-Corvallis Construction Co. under the engineering supervision of HGE Inc, a consultant for the City. Second notice date was December 8, 1982 and third March 17, 1983. The contractor was paid off July 11, 1984.

We concluded the quality review last month with the following non-participation reported:

Number	Item	Amount
12	Cement Treated Base	$ 1,305.60
15	Class "B" Asphalt Concrete	607.22
16	Class "C" Asphalt Concrete	2,498.41
	Total	$ 4,411.23

The non-participation should have been assessed against the contractor but at this late date without adequate prior notice it is inappropriate. Two failures: HGE, Inc. should have initiated timely action. We, too, should have followed up more timely. Either would have prevented not assessing the contractor.

By agreement, the City of Albany is now subject to the non-participation. But the only thing they did was hire HGE Inc. Possibly they can go back on them. I doubt it.

Neither does it seem totally our problem. We, too, are somewhat innocent. In fairness, I recommend splitting the non-participation. Please grant your approval for the State to pay $2,205.62 of the non-participation.

GW:mk

06196M

NOTED
W. E. SCHWARTZ

Approved -
William E. Schwartz

cc Vern Skoog - Please have
your staff make
appropriate
transfers.
G. Wimer

cc D Glenn
Gary Zehner
B Walton

RECEIVED
STATE HWY ENGR
JUN 21 '85
REFER TO
G. Wimer
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

81-125-1367

·INAL CONTRACT PAYMENT SUMMARY

CONTRACTOR Wildish Const Co.
PO Box 987
Corvallis Or. 97339

ONTRACT NO. 9453
STIMATE NO. 11F

02879

INAL VOUCHER AMOUNT	$ 1000.00
LUS INTEREST EARNED ON RETAINAGE DEPOSITED IN NTEREST BEARING ACCOUNT	– .
ESS OSHD COSTS FOR ADMINISTERING RETAINAGE INTEREST BEARING OR SECURITIES)	– .
LUS INTEREST DUE ON FINAL VOUCHER AMOUNT**	1019.81
TOTAL DUE CONTRACTOR	2019.81

*INTEREST FROM 4/16/83–7/26/84

Frank R Graff
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
11F	7/26/84	1000.00	.50	468	234.00
10PSF 33568	3/17/84	2000.00	1.00	337	337.00
9PSF 20467	11/24/83	4025.24	2.0126	223	448.81
[illegible]					1019.81

Form 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

CONTRACT PAYMENT VOUCHER OREGON STATE HIGHWAY DIVISION FORM 734-1030 (REV. 7-70)	COUNTY LIN	CONTRACT NO. 9453	ESTIMATE 11
	HIGHWAY FAU 2940 (SALEM AVE)	FEDERAL AID PROJECT NO. M 2940002	PREFIX NO'S.
	SECTION GEARY ST-ALBANY AVE (ALBANY)		

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P MOBILIZATION	LUMP SUM	32000.0000	100.000	32000.00	32000.00	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
003	1P TEMPORARY SIGNS	SQ FT	7.0000	342.500	2397.50	2397.50	
004	1P TEMPORARY BARRICADES	EACH	100.0000	11.000	1100.00	1100.00	
005	1P FLAGMEN	HOUR	1.0000	111.000	111.00	111.00	
006	1P CLEARING AND GRUBBING	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
007	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
008	1P GENERAL EXCAVATION	CU YD	2.0000	10.552.500	21105.00	21105.00	
009	1P TRENCH EXCAVATION	CU YD	.5000	480.070	240.04	240.04	
010	1N CLASS III BACKFILL	CU YD	4.5000	138.070	621.32	621.32	
010	1P CLASS III BACKFILL	CU YD	4.5000	506.980	2281.41	2281.41	
011	1P FINISHING ROADBED AND SLOPES	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
012	1N CEMENT TREATED BASE MIXTURE	TON	6.7000	194.866	1305.60		1305.60
012	1P CEMENT TREATED BASE MIXTURE	TON	6.7000	10.267.864	68794.69	70100.29	1305.60
013	1P PORTLAND CEMENT IN CTB MIXTURE	TON	80.0000	661.920	52953.60	52953.60	
014	1P ASPHALT IN SEAL	TON	200.0000	29.230	5846.00	5846.00	
015	1N CLASS B ASPHALT CONCRETE	TON	28.0000	21.686	607.21		607.21
015	1P CLASS B ASPHALT CONCRETE	TON	28.0000	1.902.294	53264.23	53871.44	607.21
016	1N CLASS C ASPHALT CONCRETE	TON	28.0000	89.229	2498.41		2498.41
016	1P CLASS C ASPHALT CONCRETE	TON	28.0000	2.107.641	59013.95	61512.36	2498.41
017	1P 12-INCH SEWER PIPE	LIN FT	20.0000	774.500	15490.00	15490.00	
018	1P 3-INCH PVC PIPE	LIN FT	.3500	397.500	139.13	139.13	
019	1P CURB INLETS	EACH	325.0000	21.000	6825.00	6825.00	
020	1P CONCRETE WALKS	SQ YD	11.5500	2.475.470	28591.68	28591.68	
021	8P CONCRETE DRIVEWAYS	SQ YD	14.5000	500.840	7262.18	7262.18	
022	1P CURB WITH 2' GUTTER	LIN FT	4.5000	3.684.100	16578.45	16578.45	
023	1P CURB WITH 4' GUTTER	LIN FT	7.2500	2.828.100	20503.73	20503.73	
024	1P EXTRA FOR ASPHALT STREET CONNECTIONS	EACH	100.0000	13.000	1300.00	1300.00	
025	1P ADJUSTING MANHOLES	EACH	100.0000	13.000	1300.00	1300.00	
026	1P RECONSTRUCTING CONCRETE MANHOLES	EACH	350.0000	11.000	3850.00	3850.00	
027	1P ADJUSTING BOXES	EACH	50.0000	17.000	850.00	850.00	

DATE 07 11 84 PG. 01 9453	TOTAL CONTRACT ITEMS			
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

IM 750-1020 (REV. 7-78)

COUNTY	CONTRACT NO. 9453	ESTIMATE NO. 11	IX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

).	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
4	1P LAWN CONSTRUCTION	SQ FT	.4500	12,114.000	5451.30	5451.30	
	PRICE AGREEMENT ITEMS						
01A	1N REINSTALL MAILBOXES	EACH	65.0000	40.000	2600.00	2600.00	
02A	1P 1"-0" AGGREGATE BASE	CU YD	12.2800	266.960	3278.27	3278.27	
03A	1P REM & REPL UNSUITABLE MATL	CU YD	13.0000	624.040	8112.52	8112.52	
04A	1P ROADSIDE SEEDING & MULCHING 94004	LUMP SUM	530.0000	100.000	530.00	530.00	
05A	1P PRICE RED NON-SPEC CURB W/4' GUTTER	LIN FT	.3625-	2,410.000	873.63-	873.63-	
	ADJUSTMENT ITEMS						
01	1P LIQUIDATED DAMAGES	DAY	150.0000-	24.00 65.000	3600 9750.00-	9750.00-	
01A	1P TIME EXTENSION APPROVED 11-3-82	DAY	150.0000	41.000	6150.00	6150.00	
01B	1N TIME EXT APPROVED 1-6-83	DAY	150.0000	24.000	3600.00	3600.00	
	FORCE ACCOUNT ITEMS						
1	1P REROUTE SEWER SERVICE				3009.59	3009.59	
2	1P INSTALL ELECTRICAL CONDUIT				673.85	673.85	
3	1P REM CROWN IN CTB				1087.69	1087.69	
4	1P REGRADE AREA AFTER GRADE CHANGE				2450.40	2450.40	

Type Code	"P" Const Cost	"N" Const Cost	"P" Lq Damages	"N" Time Extension	Total Cost
6204	$438,967.58	$7632.54	<3600.00>	3600.00	$446,600.12

GROSS RETAINAGE	
TREASURER DEPOSIT	
- NET RETAINAGE	

07 11 84 FG. 02 9453	TOTAL CONTRACT ITEMS	438928.59	438928.59	
IOUS VOUCHER NO. 33568	- % RETAINED ON CONTRACT ITEMS		1,000.00	1,000.00
CKED BY: RMW/DT	FORCE ACCOUNT	7671.53	7671.53	
NEER OR AUDITOR P STEARNS	TOTAL PAYMENTS	446,600.12	445,600.12	1,000.00

9453

Albany

GEARY STREET - ALBANY AVENUE (ALBANY)
FAU 2940 (SALEM AVENUE)
PREFIX 322-1009
CONTRACT 9453

1 Versteeg ✓
Anderson
2 Adams
Terpin

RECEIVED
FEB 14 [illegible]
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

RESIDENT ENGINEER'S NARRATIVE REPORT

INTRODUCTION

The Salem Avenue street project included 3,500 lineal feet of grading, paving, sidewalk, bike path and landscaping. The engineering and construction management was completed by H.G.E. Inc., Consulting Engineers of Albany, Oregon. From the standpoint of being the project engineer and inspector, I would say this has been a true learning experience. Some problems mainly arose with becoming familiar with OSHD procedures and paperwork. I would suggest a few days be spent with a new consultant reviewing the construction manual.

GENERAL PROGRESS

The project had two main delays. The first being the subgrade under the existing pavement was a wet clay. Therefore, in order to obtain the required compaction, it took three weeks of aerating to dry the soil. The other delay was getting the insurance and permits from the two railroad companies approved so the contractor could complete his work. Two time extensions were requested by the contractor.

STREET DESIGN

One area I would investigate changing on a similar project would be to go to a full-depth C.T.B. installation. On this project, the C.T.B. was installed in two lifts with the first being full-width which enabled the curb and gutter to be placed upon it. I would think from a strength, time, and cost consideration, it would be better to procede with one lift and place the curb and gutter on a gravel base.

UTILITIES

The only real problem with the existing utilities was not all the power poles were moved to the outside of the right-of-way. This caused some safety problems in the sidewalk area.

CONSTRUCTION PROBLEMS

Upon inspecting the newly installed curb and 4-foot gutter, I observed a flat or rounded-off edge on the gutter. In using a straight-edge on the gutter, a high point was found about 10 inches from the edge of the gutter.

CONSTRUCTION PROBLEMS (Continued)

I questioned the subcontractor (Berg Stubbert Construction of Eugene) and was told by the owner that the gutter mold had a parabolic curve in it and was designed as directed by the City of Eugene.

The main problem I found was the edge of the gutter in many areas had a reversed grade for the outer eight inches and I was concerned over it holding water. This problem came about because the gutter was set at a two percent slope as indicated on the plans and not the five percent slope that the mold was designed for. The contractor did not appear to know that a problem would form if you lessen the slope and never informed us of the modified section as compared to the two percent straight grade indicated on the plans.

The City of Albany was alerted about the problem and we set-up a meeting with the contractor. The contractor had set-up a 20-foot section with the edge of gutter damed-up to see of the flat areas would hold water. In testing it with water, it appeared that most of the water would run off and only a few wet spots would remain.

The City of Albany decided they would accept the gutter but requested a five percent deduction in the bid price. They felt this was justified in that the City might have to seal the edge in the future.

TRAFFIC CONTROL

Salem Avenue had eleven approaching streets with one dead-end. The plan was to barricade each as needed and only allow local traffic through. The following comments are problems encountered through the construction period.

(A) The barricades were a new slide-together type which were easily moved and destroyed. I would suggest disallowing them on a project.

(B) Because of a longer detour route for residents and a plywood mill on the north side of the project, many people would move the barricades and go through the project area. It was not unusual to see a loaded log truck traveling down the excavated street.

(C) Two local businesses (a small store and tavern) complained of loss of traffic and business. There were numerous newspaper articles regarding this problem.

(D) Because of the aeration procedure on the wet subgrade area and the inability to stop or slow-down traffic, dust control became a major problem.

(E) Two summer rain storms turned the clay subgrade into a mud-hole.

TRAFFIC CONTROL (Continued)

Solution. I do not know of any other solution but to construct one side at a time. This involves paying the extra costs and increasing the project time.

SPECIFICATION OR PLAN CHANGES

(1) I would do everything possible to shorten the time of construction. This project was a real inconvenience for the residents and businesses along Salem Avenue.

(2) Railroad permits and insurance paperwork should be obtained before bidding the project.

(3) Curb-mounted mailboxes are a real problem and need to be better addressed. The postal service needs to be more cooperative concerning changes in existing routes and delivery methods.

Signed Dale F Mill

Date 1/25/83

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Geary Street - Albany Avenue (Albany)
Highway: FAU 2940
County: Linn

Contract No.: 9453
Prefix: 322-1009
F.A. No.: 2940 (2)

Item No.	Item	Unit	Original	Semifinal	±%
	SUMMARY				
	Bid Items	$	415,321.50	426,479.75	+ 3%
	Anticipated Items	$	33,100.00	16,930.00	- 49%
	Contingencies	$	20,178.97	7,742.95	- 62%
	Engineering	$	40,357.94	46,000.00	+ 14%
	Liquidated Damages	$	0.00	0.00	0%
	Total	$	508,958.38	497,152.70	- 2%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 8	General Excavation	Cu.Yd.	$14,800.00	$21,910.00	+ 48%

Estimate submitted to O.S.H.D. for review had a note attached to the number indicating that a 1.3 expansion factor had been used. In actuality, it had not and the estimate, therfore, was reduced was O.S.H.D. review process. Also, the estimate did not include the General Excavation for the area removed in blending the 11 approaching streets back in.

B.I. 13	Portland Cement in C.T.B. Mixture		$45,200.00	$53,173.60	+ 18%

The original estimate for Portland Cement was calculated by taking 5% of C.T.B. amount. However, the actual mix design required 7.5% for the base lift and 6.5% for the top lift.

B.I. 26	Reconstructing Concrete Manholes		$ 1,050.00	$ 3,850.00	+266%

Many of the existing sewer manholes were cast in place concrete and had little adjustment. Therefore, the cone had to be removed and a flat top installed.

9453

CON

January 6, 1983

Wildish-Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97339

Time Extension Request
Geary Street-Albany Avenue
Contract No. 9453
FAP No. M-2940(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 24 calendar days is granted due to added work performed under Price Agreement No. 4.

This will eliminate liquidated damages on this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Phil Stearns w/att.
Gale Mills w/att.
FHWA w/att.
R. D. Church - Note: This is FHWA non-participating.

1-15 83

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: C. T. Keasey, P.E.
CONSTRUCTION ENGINEER

DATE: December 27, 1982

FROM: G. W. Wimer, P.E. G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Second Time Extension Request
Geary St. - Albany Ave. Section
Albany (Salem Ave.) FAU 2940
Contract 9453

Assistant State Highway Engineer W. E. Schwartz, by a November 3 letter extended the subject project 41 calendar days (cds) making a new total of 191 cds. The project was completed December 8 on the 214 cd or a 23 cds overrun.

Wildish Corvallis Construction Company, by the attached formal request, asked for a 24 cd extension to a new total of 215 cds. The request contains the consent of their surety and, also, the reason they were "held up by Burlington Northern Crossing work preventing completion of sidewalk areas until November 22. Extra work requested on roadside seed and mulch held us up until December 8."

Project Engineer Gail E. Mills, in his attached December 15 letter points out that all contract items were completed by November 16 except for the two described by the contractor and the very incidental items listed on the Second Notification. Mr. Mills concludes that both contractor mentioned items are valid. He, therefore, concurs with the 24 cds requested.

This office also agrees that the two items described by the contractor are valid extension items. However, they did not keep the contractor from completing his other perscribed contract work, which took two cds (until November 16). Therefore, this office recommends not the 24 cds requested, but rather the 23 cds that it actually took less the two cds that should be charged to contract work making a recommended extension of 21 cds.

GWW/bah

1-5-83

W. E. Schwartz -

A complete time extension must be granted since the order to perform the added work of hydromulching was issued only one day before expiration of contract time.
This time extension will be FHWA non-participating and the cost will be borne by the City of Albany since their consultant delayed the work.

O. B. Jackman

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Geary Street - Albany Ave.	WEEK ENDING December 11, 1982	SECTION PREFIX 322-1009
HIGHWAY FAU 2940	COUNTY Linn	
NAME OF JOB Geary Street - Albany Ave.	KIND OF WORK Grading and Paving	
CONTRACTOR Wildish Corvallis	CONTRACT NUMBER 9453	FEDERAL AID PROJECT NUMBER M-2940 (2)
DATE OF CONTRACT May 4, 1982	DATE WORK STARTED June 15, 1982	ESTIMATED COMPLETION DATE December 10, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 191	WORK DAYS USED CALENDAR DAYS USED 215
PROJECT AUTHORIZATION: $ 508,958.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113%
EXCLUSIVE OF ENGINEERING: $ 468,600.47	ENGINEERING AUTHORIZATION $ 40,357.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 468,600.47	ENGINEERING COST TO DATE $ 37,180.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . ____%	PERCENT OF AUTHORIZATION . . . . . . 92 %	DATE PROJECT WAS COMPLETED: December 8, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63	0.63			0.63
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.63	0.63			0.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,400 c.y.	10,250 tons			4,400 tons
TOTAL QUANTITIES CORRECTED TO DATE	0	0			0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,955 c.y.	10,473.3 tons			4,114 tons
AVERAGE DAILY QUANTITIES	500 c.y.	800 tons			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1	1			1
HOURS PER SHIFT	8	8			8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		212		
MONDAY		213		
TUESDAY		214		
WEDNESDAY		215		
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work this day.
12/6/82 MONDAY	No work this day.
TUESDAY	No work this day.
WEDNESDAY	No work this day.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Complete final inspection as soon as possible.

SIGNED Dale L Mills LOCATION HGE, Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

945.3

L

CON

November 3, 1982

Wildish Corvallis Construction Co.
PO Box 987
Corvallis, OR 97339

Time Extension Request
Geary-Albany Ave. (Albany) Section
Contract No. 9453
TAP No. M-2940(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 41 calendar days is granted in order to restore the time counted from May 4 to June 14, 1982.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OLJ:mk st

bc C. T. Keasey
C. O. Fredrickson w/att.
Phil Stearns w/att.
Earl Spires
City of Albany w/att.
Gale L. Mills
H.G.E. Inc. W/att.
FHWA W/att.
Bob Church

322-1009

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: C. T. Keasey, P.E.
CONSTRUCTION ENGINEER

DATE: October 22, 1982

FROM: Gerald Wimer, P.E.
REGION CONSTRUCTION ENGINEER

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SUBJECT: Time Extension Request
Geary - Albany Ave. Section
Albany (Salem Ave.)
FAU 2940
Contract 9453

Wildish Corvallis Construction, by the attached formal request, asks that we increase the originally authorized 150 calendar days (cd's) by 41 cd's to a new total of 191 cd's. Their request is accompanied by an attachment containing the consent of their surety.

They base their request upon the contract time being counted from May 4, 1982, but did not receive a "Notice to Proceed" from the City of Albany until June 1, a copy of which is attached, which notifies them "...that you may commence work on the above listed project on June 14, 1982."

Gail L. Mills, Project Engineer for H.G.E., Inc., consulting engineers on this project together with Earl Spires, Engineering Division Manager, City of Albany, in the attached September 20, 1982, transmittal and letter of recommendation indicate "the main reason the City delayed the starting time on this project was concern for local and emergency vehicles having to drive on a muddy, excavated street. This street is located in a heavily developed, residential area. Even with the starting date of June 15, 1982, we had heavy rains, which caused the project to become a muddy mess. It was also felt that with schools in close proximity to the project, it would be safer for the children to wait until school was out before starting construction." We can find no evidence where the City issued a formal notice to not proceed.

Region Liaison Manager Phil Stearns, in his attached September 23 memo, reports that he listened to the pre-construction tape and found no specific mention was made not to work. The statement was made, though, that City/Consultant would issue a notice to proceed.

The matter came to my attention by virtue of the attached March 31 letter to Mr. Stearns. See my attached, undated note which , in affect, was discussed with the H.G.E. representatives by Mr. Stearns on April 6.

It is clear that the City would have preferred contracting this project at a later date. They did what they could by not posting the deposit until April 21, 1982, for this project that was bid March 25, 1982. The calendar day count on this contract did not begin until May 4, 1982.

The Consulting Engineer, not being familiar with our contract procedures, commenced his time count June 25 when the contractor commenced work on the project. He treated the count as though it was a work day count until we had him issue corrected calendar day charges without any unilateral, unwritten suspension of work order. There was an appropriate July 2 to July 5 suspension of work order for the Albany Timber Carnival, a copy of which is attached.

Mr. Spires furnished Mr. Stearns' supplemental October 4 and October 13 letters, copies of both of which are attached, supplementing their previous information on this matter.

This project may not take 191 cd's to complete. For the week ending October 16 the cd charges were 162.

From the information furnished by the contractor and the City, it appears appropriate to grant this extension based upon an unrecorded directive by the City. The question then becomes a matter of participation. I believe it was in the best interest of the public for the contractor to not have proceeded until he did for the reasons contained in Mr. Spires' September 20 and October 13 letters. Because of the contractor's cooperation by not proceeding until he received the City's notice to proceed, I recommend the extension on a participating basis.

GWW/bah

cc: Phil Stearns

10-28-82

W.E.Schwartz -

I concur with Region to grant a 41 calendar day time extension. The City, the Consultant, the contractor and the State all contributed this early project irregularity in administration of the time count portion of this contract. The effective result was a verbal suspension of work which was honored by the contractor. Therefore it was not appropriate to charge time and the extension should be granted.

rn 9 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2940(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20042

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/23/82

8. FEDERAL ROUTE NUMBER FAU 2940

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Geary Street - Albany Avenue (Albany)

11. GENERAL DESCRIPTION OF WORK

Permanent signing $5,000 - Permanent pavement striping $5,000 and Bikeway signs, striping and legend $700.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Keasey's letter of 8/16/82, I approve the advance authorization date of 6/23/82 as being in the public interest for City of Albany forces to perform the above work instead of State Forces. The amount of $10,700 - FF $9,435 was obligated at PS&E which covers the above work (F. O. #3)

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO
FOR
Info R/D Act File

14. DATE 8/19/82

15. SIGNATURE OF APPROVING OFFICIAL Valach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7-8-82

9453

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2940(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20042

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/8/82	FAU 2940	City Street

10. GENERAL LOCATION:
Geary Street - Albany Avenue Section (Albany)

11. GENERAL DESCRIPTION OF WORK
Supplement #1 to Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 6/25/82 I approve Supplement #1 (Exhibit A) with consultant firm HGE Inc. reducing the TEC to $46,000 which includes a reduction in the net FEE to $3,500. A signed copy of the Agreement is returned herewith. y

(Note: No adjustment to obligation of funds required)

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO [illegible]
FOR
Info Invest R/S [illegible] Act

Orig 7-12-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/8/82	G. K. H[illegible]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9453

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: June 25, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Supplemental Consultant Agreement
Project No. M-2940(2)
Geary St.-Albany Ave. (Albany) Sec.
Linn County

Enclosed for your approval are two copies of a supplemental agreement between H.G.E., Inc. and the City of Albany on the subject project.

This supplemental agreement decreases the maximum amount to $46,000 which is a decrease of $2,000 in total cost, however, no change in the estimated total cost or Federal funds currently under project agreement is anticipated at this time.

I request the return of one copy of the supplemental agreement approved for our files.

CL:bkc

cc: M. Holmes
General Files

Form 734-3122

1859

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE: ACC 5/AGR

TO: D. E. Swan, Program Control Engr.
PROGRAM MANAGEMENT

DATE: June 17, 1982

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
HGE Inc., Supplemental
City of Albany
Salem Avenue (Albany),C/E

As requested by your memo dated June 10, 1982, we have reviewed the fiscal provisions of subject proposal.

It represents a net reduction of $2,000 in the Consultant's construction engineering estimate.

We recommend approval as submitted.

DWJ:njl
Attachment

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
JUN 23 1982
REFERRED TO
FOR
FILE: PM FA LG.

Contains Recycled Materials

Blanket Power of Attorney

IRREVOCABLE

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Albany hereby apppoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H.S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Albany will deposit with the State of Oregon Investment Pool the sum of money determined to be its share of the cost of certain improvements to be made in connection with federal aid projects. The purpose of this deposit is to create a fund from which to pay its share of the cost of said projects.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H.S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The power of attorney is revocable only with the prior written consent of either the State Highway Engineer, the Highway Division Controller or one of the Highway Division Assistant Controllers.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the City of Albany this 28th day of April, 1982 by a vote of the majority of a quorum of its governing body.

Carl H Stephani

J.F. Conser

Jerry Macey

Marvin R. Sofston

Dale Rouse

F-4:LGIP

9483

1.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-19	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4/26/82	State Oregon County Linn Project No. M-2940(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Geary St.-Albany Ave. (Albany)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-82	0.668
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 506,688.00	FEDERAL FUNDS $ 446,796.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XX By FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator 4 30 82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. M-2940(2)

Geary St.-Albany Ave. (Albany)
Salem Avenue
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 22+00.7 to Sta. 57+25)

Mobilization		All Required	$ 32,000.00
Temporary Protection and Direction of Traffic		All Required	4,000.00
Temporary Signs	260 Sq. Ft.	7.00	1,820.00
Temporary Barricades	12 Each	100.00	1,200.00
Flagmen	380 Hour	1.00	380.00
Clearing and Grubbing		All Required	4,000.00
Removal of Structures and Obstructions		All Required	2,000.00
General Excavation	7,400 Cu. Yd.	2.00	14,800.00
Trench Excavation	710 Cu. Yd.	0.50	355.00
Class III Backfill	920 Cu. Yd.	4.50	4,140.00
Finishing Roadbed and Slopes		All Required	3,000.00
Cement Treated Base Mixture	10,250 Ton	6.70	68,675.00
Portland Cement in CTB Mixture	565 Ton	80.00	45,200.00
Asphalt in Seal	30 Ton	200.00	6,000.00
Class "B" Asphalt Concrete	2,000 Ton	28.00	56,000.00
Class "C" Asphalt Concrete	2,400 Ton	28.00	67,200.00
12-inch Sewer Pipe	760 Lin. Ft.	20.00	15,200.00
3-inch PVC Pipe	440 Lin. Ft.	0.35	154.00
Curb Inlets	22 Each	325.00	7,150.00
Concrete Walks	2,550 Sq. Yd.	11.55	29,452.50
Concrete Driveways	350 Sq. Yd.	14.50	5,075.00
Curb with 2' Gutter	3,260 Lin. Ft.	4.50	14,670.00
Curb with 4' Gutter	3,000 Lin. Ft.	7.25	21,750.00
Extra for Asphalt Street Connections	12 Each	100.00	1,200.00
Adjust Manholes	20 Each	100.00	2,000.00
Reconstruct Manholes	3 Each	350.00	1,050.00
Adjust Valve Boxes	20 Each	50.00	1,000.00
Lawn Construction	13,000 Sq. Ft.	0.45	5,850.00
			$415,321.50

Anticipated Items

Railroad Protective Cost	All Required	19,900.00
Permanent Signing	All Required	5,000.00
Permanent Pavement Striping	All Required	5,000.00
Roadside Seeding and Mulching	All Required	500.00
Bikeway Signs	All Required	200.00
Bikeway Striping and Legend	All Required	500.00
		$ 31,100.00
	SUBTOTAL	$446,421.50
	Engineering	60,266.50
	TOTAL	$506,688.00

Length of Roadway --------------- 0.668 mi.
Cost of Roadway Per Mile --------$758,514.97

Federal Funds (88.18%)-----------$446,796.00*
State Funds --------------------- 29,946.00
City Funds ---------------------- 29,946.00
TOTAL $506,688.00

Group 1 95%; Group 8 5%
Contract No. 9453
Prefix: 22-8284
Prefix: 322-1009

*Limited to $460,000.00

7153

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-21-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2940(2) CON

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20042

6. TO
Mr. H. S. Coulter
State Highway Enigneer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/21/82	8. FEDERAL ROUTE NUMBER FAU 2940	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Geary Street - Albany Avenue Section (Albany)

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX OTHER *(Specify)* Consultant Agreement

13. REMARKS

As requested in Mr. Swan's letter of 4/5/82 I approve the Consultant Agreement with H. G. E., Inc. 375 Park Avenue, Coos Bay, Oregon to perform construction engineering on the subject project. Reimbursement on an actual cost basis plus a fixed fee in amount of $4,349 is approved. TEC $48,000 Federal Funds $41,918.

A signed copy of the Agreement covering that portion of work authorized above is returned herewith.

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

14. DATE 4/21/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9M53

2

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

April 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Consultant Engineering Agreement
Project No. M-2940(2)
Geary Street-Albany Ave. (Albany) Sec.
Linn County

Enclosed for your approval are two copies of a fully executed agreement with H.G.E, Inc. Engineering Company, covering the performance of construction engineering on the subject project.

I request the following:

1) Authorization to proceed with construction engineering by the consultant at an estimated total cost of $48,000.

2) The return of one copy of the agreement approved for our files.

CL:bkc
Attachments

cc: M. Holmes
G. Zehner
General Files

Form 734 3122

March 31, 1982

ACC

Robert H. Jackson, P.E.
Public Works Director
City of Albany
P.O. Box 490
Albany, Oregon 97321

Dear Mr. Jackson:

On March 25, 1982 we received a satisfactory bid from Wildish Corvallis Construction Company, P.O. Box 987, Corvallis, Oregon 97330, for the Geary St.-Albany Ave. (Albany) Section of Salem Avenue.

As described in our Agreement No. 7339, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid	$415,321.50
Anticipated Additional Items	33,100.00
	$448,421.50
Contingencies 4 1/2%	20,178.97
Engineering 9%	40,357.94
Estimated Construction Cost	$508,958.41

CITY SHARE: 6% of $508,958.41 = $30,540

We will award the contract when we receive your advance deposit in the amount of $30,540, which should arrive not later than April 16, 1982.

On the attached sheet we have described three methods of advance deposit. Please use the method of your choice.

Very truly yours,

Rec'd LGIP. 4-9-82
contract awarded 4-21-82

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-17: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 82-17 when advance deposit is received.

9453

2,

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: March 30, 1982

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 25, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 25, 1982 on the following projects:

1. John Day Airport
   Crosswind Runway, Grant County
   Grading and Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Same as No. 1.

3. Gettings Creek, Cabin Creek and
   S. Umpqua Safety Rest Areas
   Pacific Highway, Lane and Douglas Counties
   Building Alteration and Water Reservoirs

   Same as No. 1.

4. Pacific Highway East @ Mt. Hood Avenue (Woodburn)
   Pacific Highway East, Marion County
   Traffic Signal

   Same as No. 1.

5. Pacific Highway West @ 12th Street (McMinnville)
   Adams Street and Baker Street, Yamhill County
   Traffic Signals

   Pedestrian signals will be installed on this project.

6. Beede Reservoir-Drinkwater Pass
   Central Oregon Highway, Harney County
   Grading and Paving

   Two 12-foot lanes with 6-foot shoulders, except where a 12-foot climbing lane is added. Shoulder adjacent to climbing lane is narrowed to 4 feet.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established.....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

7. Midland-California State Line
   The Dalles-California Highway, Klamath County
   Grading and Paving

   12-foot lanes and 8-foot shoulders throughout project.

   Same as No. 6.

8. Geary Street-Albany Avenue (Albany)
   Salem Avenue, Linn County
   Grading and Paving

   Two 12-foot lanes with 10-foot parking on one side with 5- or 6-foot shoulder bikeways and 4- to 4-and-one-half-foot sidewalks on each side.

9. Big Creek Bridge
   Big Creek Drive, Union County
   Structure

   27-foot, 6-inch roadway on structure with 28-foot aggregate-surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established.....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

10. Davies Overcrossing
Sunset Highway, Washington County
Grading, Paving, Structure and Illumination

12-foot lanes with 8-foot shoulders provided throughout project.

Same as No. 6.

11. Sunset Highway-Walker Road
N.W. 185th Avenue, Washington County
Multi-lane with 14-foot median

4-foot shoulder bikeway on each side provided throughout project and 5-foot sidewalk provided as necessary.

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell

9453

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-2940(1)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20042

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/3/82

8. FEDERAL ROUTE NUMBER
FAU 2940

9. STATE ROUTE NUMBER
City Street

9 '82

10. GENERAL LOCATION:
Geary Street - Albany Avenue (Salem Avenue - Albany) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and high type pavement

3-9

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*)
Railroad Protective Services $19,900
Permanent Signing S.F. $5,000
Permanent Pavement Striping S.F. $5,000
Roadside Seeding and Mulching S.F. $500
Bikeway Signs, Striping and Legend $700

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $350,000 Federal Funds $308,630.

A signed copy of the Title Sheet is returned herewith.

14. DATE
3/3/82

15. SIGNATURE OF APPROVING OFFICIAL
D. K.

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9453

City of Albany
PUBLIC WORKS DEPARTMENT

REGION 2 ENGINEER
RECEIVED
MAR 1 1982
☐ RLE ☐ [illegible]
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ PSO ☐ ENV ☐ RFE S

February 26, 1982

Phillip O. Stearns
Regional Federal Specialist
Department of Transportation
Highway Division Region 2
2960 East State Street
Salem, Oregon 97310

Dear Phil:

RE: ST 79-5 Salem Ave. Construction, City of Albany

After much deliberation, the City of Albany has agreed to use HGE, Inc. as the engineers in charge of the construction phase of the Salem Avenue improvement project.

The final contract price has not been agreed upon at this time. We will send you a copy of the final agreement.

Sincerely,

Robert M. Jackson

Robert M. Jackson, P.E.
Public Works Director

RMJ/wg

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ [redacted]
AN EQUAL OPPORTUNITY EMPLOYER
(503) 967-4318

9453

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 722

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2940 (1) Prefix 22-8284

Project Name Geary St. - Albany Ave. (Albany), Phase I
Salem Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ALBANY, Oregon, this 22 day of FEB., 1982

City of ALBANY

William B. Barrows
City Manager

Debbie Andrews
Deputy City Recorder

Certified By:

Virgil Wilson
Regional Right-of-Way Supervisor
Date 2-24-82

KEH

9453

Section Geary St. - Alb[illegible] Ave (Albany) Programming Estimate $ 696,000 BY

Highway FAU 2940 (Salem Ave.) Project Length 0.67 mi

County Linn Completion Time 180 calendar days

Kind of Work Grading & Paving Est. Comp. Date 10-22-82

Prefix 22-8284 Letting Date 3-25-82 Project No. M-2940(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 577,270

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	$ 19,900	
Other Railroad Costs		
Permanent Signing	5,000	
Permanent Pavement Striping	5,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching	500	$ 33,100
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs	200	
Bikeway Striping & Legend	500	
Adjust Mailboxes	2,000	
Adjust Utilities		
Subtotal		$ 610,370
Contingencies (4-1/2%)		27,466 65
Engineering (~~8~~, 9, ~~10~~%)		54,933 30
Subtotal		$
Credit for ________		
Estimated Net Authorization, Construction		$ 692,769 95

APPROVED

cc: Stearns

REC'D.
1-27-82
G

____
Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Geary St. - Albany Ave. (Albany)	County Linn	Sheet 1 of 2	
Kind of Work Grading & Paving	Length 0.67 mi	Date 1-14-82	Name [illegible]

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 1-15-82 Bu THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3-25-82					
1	Mobilization		Lump Sum	All	(7%)	38,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	-	17000-
3	Temporary Signs		Sq. Ft.	260	6-	1,560-
~~4~~	~~Temporary Plastic Safety Markers~~		~~Each~~	~~30~~	~~85-~~	~~2550~~
4	Temporary Barricades		Each	12	125-	1,500-
5	Flagmen		Hour	380	23.50	8,930-
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All	-	5000-
7	Removal Of Structures And Obstructions		Lump Sum	All	-	5000-
8	General Excavation		Cu. Yd.	7400	5.50	40,700-
9	Trench Excavation		Cu. Yd.	710	6-	4,260-
10	Class III Back Fill		Cu. Yd.	920	7.50	6,900-
11	Finishing Roadbed And Slopes		Lump Sum	All	-	4500-
12	Cement Treated Base Mixture		Ton	10,250	10-	102,500-
13	Portland Cement In CTB Mixture		Ton	565	86-	48,590-
14	Asphalt In Seal		Ton	30	250-	7,500
15	Class "B" Asphalt Concrete		Ton	2000	31.50	63,000-
16	Class "C" Asphalt Concrete		Ton	2400	31.50	75,600
17	12-inch Sewer Pipe		Lin. Ft.	760	16.00	12,160-
18	3-inch PVC Pipe		Lin. Ft.	440	4.50	1,980-

734-1736 (8-81)

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section Geary St. -Albany Ave. (Albany)	County Linn		Sheet 2 of 2
Kind of Work Grading And Paving	Length 0.67 mi	Date 1-14-82	Name Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
19	Curb Inlets		Each	22	550-	12,100'
20	Concrete Walks		Sq. Yd.	2550	12-	30,600'
21	Concrete Driveways		Sq. Yd.	350	15-	5250'
22	Curb With 2' Gutter		Lin. Ft.	3,260	9-	29,340'
23	Curb With 4' Gutter		Lin. Ft.	3,000	14-	42,000'
24	Extra For Asphalt Street Connections		Each	12	200-	2,400'
25	Adjusting Manholes		Each	20	175-	3,500'
26	Reconstructing Concrete Manholes		Each	3	650-	1,950'
27	Adjusting Boxes		Each	20	175-	3,500'
28	Lawn Construction		Sq. Ft.	13,000	0.15	1,950'
	54 [illegible]					577 270'

734-1736 (8-81)

Albany

Tract

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project Geary Street-Albany Avenue

Highway Salem Avenue FAU 2940

County Linn

Preparer Lee Doss

Date August 18, 1981

City Albany

Project Description:

The project will widen and improve Salem Avenue to a 44 foot curbed section, providing two travel lanes, a left-turn lane, parking and a sidewalk on the south side, and a sidewalk/bikeway on the north side. Adequate drainage for these improvements will be constructed as part of the project. All improvements will be within the existing 60 foot right-of-way.

Existing Land Use Activities:

Land adjacent to the project is mostly residential: 50 single residences with setbacks from 25 to 90 feet, two duplexes, and two single-story court style apartments, one of 15 units at the southwest guadrant of Salem Avenue and Waverly Drive, and the other of 18 units at the northwest quadrant of Salem Avenue and Davidson Avenue. The easterly end of the project is bounded on both sides by the Masonic Cemetery. Just west of the cemetery is Waverly Lake, a small recreational lake or pond, with foot-powered catamarans. The Southern Pacific Railroad crosses the project near its westerly end at a very shallow angle. A local park administration building is on the south side of the project near its westerly end. Across Salem Avenue from Waverly Lake is a radiator repair shop, the only commercial establishment adjacent to the project.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 67 dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
1981 (Existing)	512	9	8	34	22
2001 (No-Build)	820	14	13	33	33
2001 (Build)	820	14	13	33	33

Existing Sound Levels:

65 dBA Peak Hour at property line. 66 dBA Peak Truck Hour at property line. Levels were computed from given traffic using FHWA Traffic Noise Model. No field measurements were taken.

Traffic Noise Impacts:

Design noise levels for residential usage (outdoor activity - 67 dBA) is exceeded three feet beyond the right-of-way for peak truck hour, year 2001. About half the residences in the project area are identified as having outdoor activity areas in front of the buildings. Most prevalent are gardens, picnic tables, and outdoor seating or lounging facilities. Design noise level for these activities is 67 dBA. Two vegetable gardens in side yards, and one picnic table

(Continued Page 2A)

Traffic Noise Mitigation:

No standard means of mitigation was found to be feasible or practicable, therefore none is proposed. Noise barriers are impracticable because of the openings that would be necessitated by numerous access driveways. Speeds are low enough that further reduction would have little effect. Most of the heavy trucks using Salem Avenue are involved in local deliveries. Highway 99E is parallel and close by. Salem Avenue should be left open for truck usage in the event of emergency blockage of Hwy. 99E. Further efforts toward noise mitigation at this time are not considered reasonable in view of the marginal nature of noise impacts under both interior and exterior design noise level criteria.

Construction Noise:

Impacts: Some construction operations will exceed traffic noise.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the City of Albany and to Linn County for use in the planning of future projects, and neighboring future projects. Noise mitigation may be appropriate for building construction on the few remaining vacant lots adjacent to Salem Avenue. Responsibility for noise mitigation in future development adjacent to the project will rest with local authorities and with the developer.

TRAFFIC NOISE IMPACTS (Continued)

area extend to the sidewalk. These are considered impacted under the outside activity criterion. Where evidence of outdoor lounging is confined to front porches in the remaining instances (23 feet back from the 67 dBA contour), the outside activities in front yards are not considered to be impacted. Remaining residences are subject to the interior design noise level criterion of 52 dBA. This level is considered to be achieved with front windows open, the building walls alone producing a drop of 10 dBA; thus if outside noise levels are 62 dBA at the front of the building, the criterion is met. At 55 feet from the centerline of Salem Avenue (30 feet to right-of-way line plus 25' setback) the predicted noise level for peak truck hour, year 2001 is 64 dBA--an impact of 2 dBA.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 7:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

INDEX OF SHEETS
DESCRIPTION
SHEET
AL SECTIONS - SUMMARY
DATA
AL DETAILS
& PROFILE - STREET IMPROVEMENTS
& PROFILE - STORM SERVICE LATERALS

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

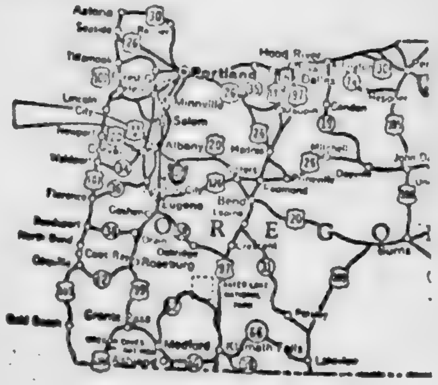
PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
AUG 3 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

SALEM AVENUE
(ALBANY) SECTION
CITY STREET LINN CO

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	FAU 2940

FAU



LEGEND

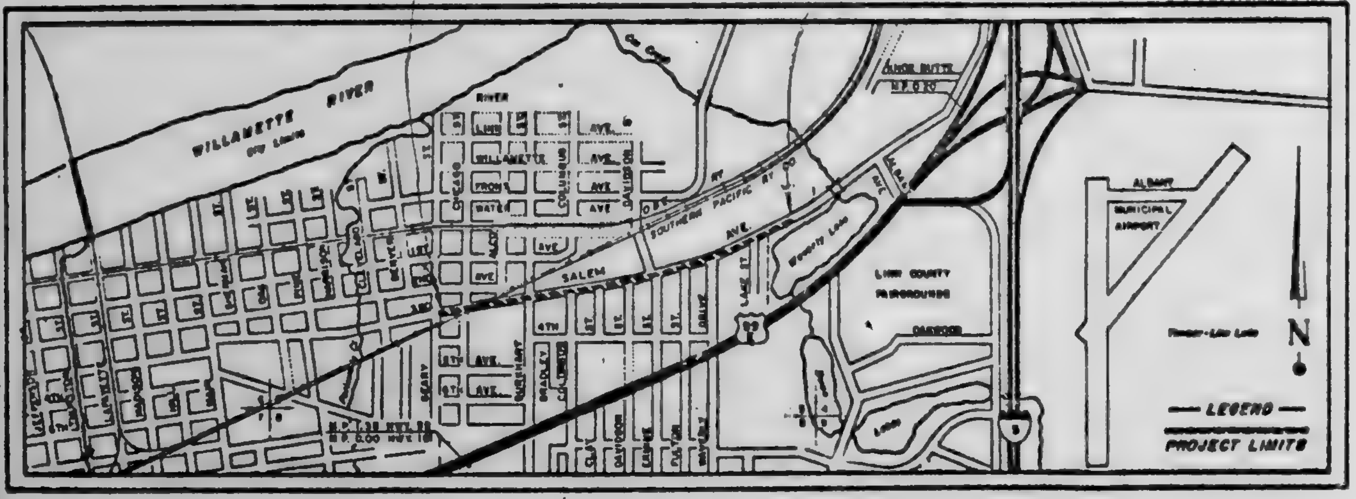
	≈≈≈	EXIST. GRAVEL
METER	⊖	EXIST. HYDRANT
OST	●	EXIST. VALVE
OX	═	EXIST. A.C. PAVEMENT
ATCH BASIN	—SS—	EXIST. SANITARY SEWER
TCH BASIN	—W—	EXIST. WATERLINE
ONUMENT	—G—	EXIST. GAS LINE
	—T—	EXIST. UNDERGROUND TELEPHONE
	—SD—	EXIST. STORM DRAIN
	⊐	NEW CURB & SIDEWALK
D NEW WATERLINE LETED BY P.P.&L.	▬	NEW STORM DRAIN LATERAL

GEARY STREET - ALBANY AVENUE
(ALBANY) SECTION
SALEM AVENUE
FAU 2940

DATE

LINN COUNTY

Project



VICINITY MAP

SCALE 0 400 800 IN FEET

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

PLANS PREPARED F

CITY OF ALBAN
LINN COUNTY, OREG
PROJECT NO. 270

BY:
ENGINEERS & PL
375 PARK AVE / COOS BAY
300 ELLSWORTH ST S/AL
NW FIFTH ST / PORTLA

PLANS AND SPECIFI
APPROVED BY:

TITLE

OREGON DEPARTMENT OF TRAN
CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINE

DEPARTMENT OF TRANSPORTA
FEDERAL HIGHWAY ADMINISTR

APPROVED:

FIELD OPERATIONS ENGINEER

7/27/81 REVISED TITLE BLOCK FORM

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 29, 1981

Mr. Bob Jackson
Director of Public Works
City Hall
Albany, Oregon 97321

Dear Mr. Jackson:

Enclosed are four copies of a supplemental agreement for the Geary Street - Albany Avenue Section of Salem Avenue.

This supplement revises the agreement so that State forces will perform construction engineering.

Please review the agreement and, if it is satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the mayor and recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Sincerely,

Phillip O. Stearns
Region Federal Aid Engineer

POS/dlm
Enclosures

cc: D. H. Moehring

1153.

21-hold

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division
DEPT.

378-2626
TELEPHONE

DATE: June 11, 1981

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

FROM: Phillip O. Stearns Phil Ste
REGION FEDERAL AID ENGINEER

SUBJECT: Geary Ave.-Albany Ave. Section
Salem Avenue FAU 2940
Albany Urban Area.

Attached is a letter from City of Albany requesting the Highway Division to perform construction engineering for subject project.

Region Office concurs with the request. Please have the necessary change in the agreement prepared for City approval.

Attch.

POS/rgb

81-125-1379

City of Albany
PUBLIC WORKS DEPARTMENT
Engineering Division

June 5, 1981

Phillip O. Stearns
Regional Federal Specialist
Department of Transportation
Highway Division Region 2
2960 East State Street
Salem, OR 97310

Dear Phil:

RE: ST-79-5 Salem Avenue Construction, City of Albany

Due to a lack of personnel and other problems, the City of Albany would like to request the construction phase of the above mentioned project be handled by the State of Oregon.

Would you please advise me as to how much this will cost and if there are any other problems which need to be worked out before construction on Salem Avenue is begun.

Sincerely,

Earl Spires
Engineering Division Manager

Approved By:

Robert Jackson

Robert Jackson, P.E.
Public Works Director

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ (503) 967-4318
AN EQUAL OPPORTUNITY EMPLOYER

FAU

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Geary Street-Albany Avenue (Albany)
Highway: Salem Avenue - FAU 2940
County: Linn
Prefix: 22-8284
Res. Engr. Consultant - Loren Weber

Date June 2, 1981
Traffic Coefficient 20 Yr. = 8.0
10 Yr. = 7.4
18 kip s.a. per day 54
R Value 12
Frost Penetration - - - -
CBE Total Requirement 20 Yr. = 25.0"
10 Yr. = 23.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C.	8.0"
9.0"	C.T.B.	16.0"
14.5"		27.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan ✓
Consultant

6

REGION 2 ENGINEER
RECEIVED
MAY 20 1981
☐ RLE ☐ REE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

HGE INC./ENGINEERS & PLANNERS
300 ELLSWORTH ST SOUTH / P.O. BOX 249 / ALBANY, OR 97321 / (503) 926-0064

May 18, 1981

Oregon Department of Transportation
2960 State Street
Salem, OR 97310

Attn: Phil Sterns

RE: Albany Salem Avenue Street
Improvements - Project #2709

Dear Phil:

The purpose of this letter is to resubmit a pavement section design that was based on actual truck traffic counts, not estimates, as on previous designs.

The following data and calculations were used to formulate our recommendation:

No. of Axles	Two Way Truck ADT	Expansion Factor (1.2)	Mean ADT	Loading Factor	Average Annual Single 18 kip Axle Loads
2	46	55	51	36.5	1862.0
3	16	19	17	119.5	2032.0
4	1	1	1	157	157.0
5	43	52	48	296	14208.0
6	3	4	4	325	1300.0

Total Single 18 kip Axles/year = 19559

Total Single 18 kip Axles/day = 54

Total Single 18 kip Axles/20 year= 391,180

Total Single 18 kip Axles/10 year= 195,590

$$\underset{(10\ yr)}{T.C.} = 9.0 \left(\frac{\text{No. 18 kips}}{\text{1 million}}\right)^{0.119} = 9.0 \left(\frac{195{,}590}{\text{1 million}}\right)^{0.119} = 7.41$$

Average design "R" values were assigned to each pavement layer as follows:

	"R" Value
a. Asphaltic Concrete	200
b. Cement Treated Base	180
c. Sub-base	12

Determine total CBE:

$$CBE = TC(100-R)(0.03549)$$

$$= (7.4)(100-12)(0.03549) = 23.11 \text{ inches}$$

Depth of Asphaltic Concrete:

Recommended 4.0" inches of AC

Depth of Cement Treated Base:

$$(23.11)-(4x2) = \frac{15''}{1.8} = 8.33''$$

Recommended 9.0" inches of CTB

In conclusion, it is recommended that the pavement section consist of 4 inches of asphaltic concrete and 9 inches of cement treated base.

Very truly yours,

H.G.E., Inc.

Gale L Mills

Gale L. Mills, P.E.
Project Engineer

cc: Bob Wade, H.G.E.
Earl Sprires, City of Albany

9453

L

September 8, 1980

City of Albany
City Hall
Albany, OR 97321

AGR 4

Attention: Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7339

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Geary Street-Albany Avenue Section of Salem Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 16, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Albany is requesting approval of a $782,000 project to widen and improve Salem Avenue to a 44-foot curbed section. The project will provide two travel lanes, a left-turn lane, parking and a sidewalk on South side, and a sidewalk/bikeway on North side. City will engage a consultant to perform preliminary and construction engineering. All P.E. costs, including consultant fees and state charges, will be paid by City. The limits of the project are indicated on the attached map and the contract limits will be adjusted to match available funding during P.E. phase. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	State Share	City Share
Albany	Geary Street-Albany Avenue (Albany), Salem Avenue, FAU 2940	$782,000	$460,000	$31,360	$290,640

Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

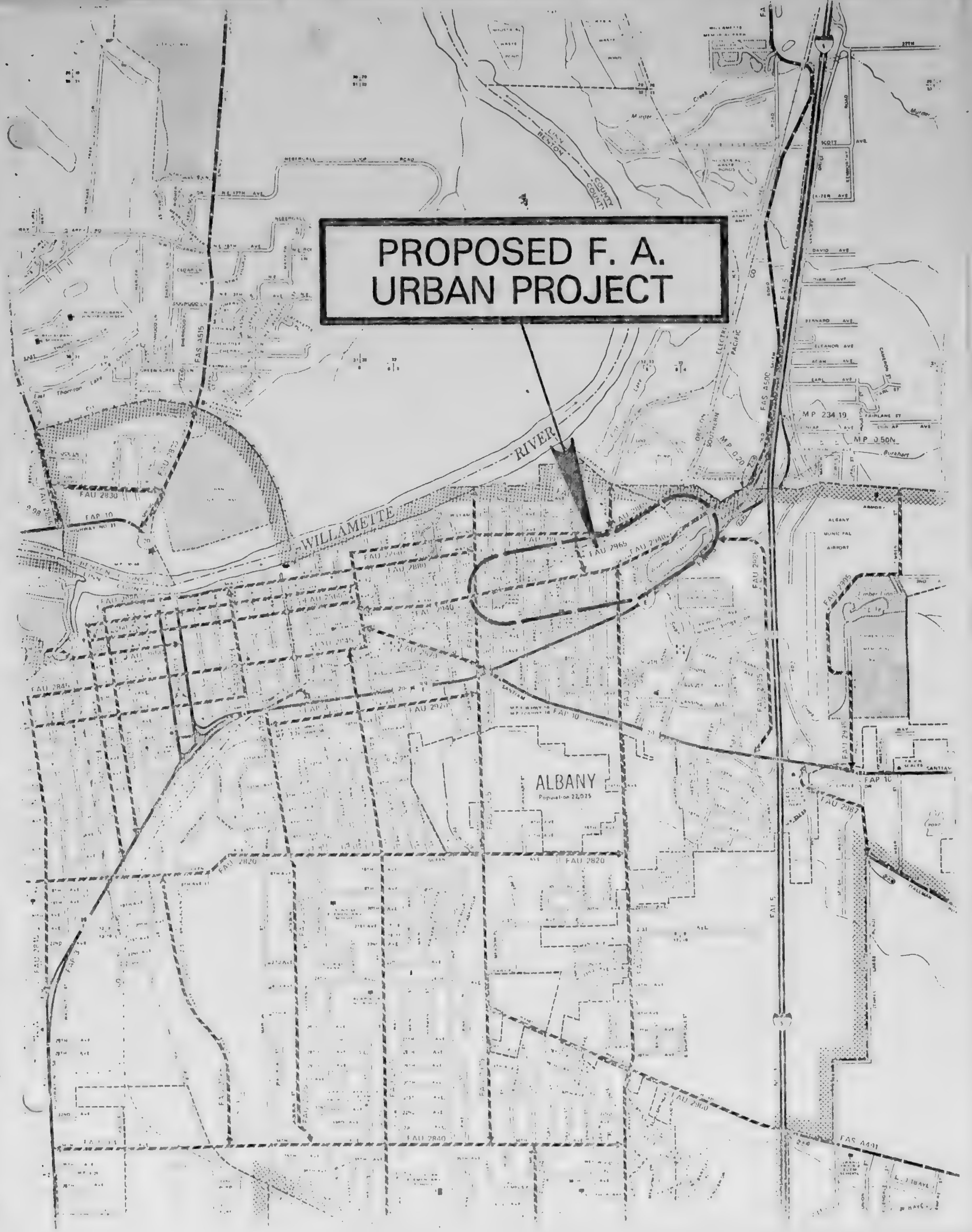
APPROVED BY:

H S Coulter
State Highway Engineer

Date 7/16/80

GEZ:pf
Attachment

Contains
Recycled
Materials
81-125-1387


PROPOSED F. A. URBAN PROJECT
WILLAMETTE
RIVER
LINN COUNTY
BENTON COUNTY
ALBANY
Population 22,025
FAU 2965
FAU 2940
FAU 2880
FAU 2860
FAU 2845
FAU 2920
FAU 2820
FAU 2840
FAU 2860
FAU 2830
FAU 2975
FAU 2995
FAU 2945
FAU 2987
FAU 2993
FAU 2925
FAS 4481
FAS 4500
FAS 3515
FAP 10
FAI 5
ALBANY MUNICIPAL AIRPORT
OREGON SOUTHERN PACIFIC CO
ELECTRIC
M P 234.19
M P 0.50N
M P 0.20
SANTIAM
DAVIS AVE
BERNARD AVE
ELEANOR AVE
EARL AVE
KNOX BUTTE RD
27TH
Murder Creek

[illegible]

[illegible] speeds [illegible] conflicts between [illegible] at low speeds [illegible] fixed objects [illegible] trees, [illegible] Also, bicyclists riding [illegible] may accidentally [illegible] the [illegible] motor vehicle traffic.

consistent with our thinking?

R

It is important to recognize that the development of extremely wide [illegible] necessarily add to the safety of sidewalk bicycle

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-2940(-)
Geary Street-Albany Avenue Section
Salem Avenue
Albany Urban Area

Date: September 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

ROUTED
H. S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Phillip Stearns' August 15, 1980, letter on the subject project requested a clarification of FHWA's policy concerning combination sidewalk/bikepath constructed with street improvement projects.

It is FHWA's policy to encourage construction of the safest possible facility for the street and highway users as reflected by the current state-of-the-art. Along with the increasing energy costs and shortages there are increasing numbers of people switching to other means of transportation such as bicycles and walking. The safe accommodation of these modes in the transportation system is part of our goal.

In regard to your specific concerns about on-street bikeways vs. sidewalk bikeways, we discourage the designation of sidewalks for bicycle travel for the following reasons:

- Sidewalks tend to be used in both directions, despite any signing to the contrary. As such, bicycles coming from the right may go unnoticed by motorists crossing these facilities at intersections and driveways.
- At approaches to intersections, parked cars interfere with the visual relationships between motorists and bicyclists. At driveways, sight distances are often impaired by property fences and shrubs, etc.
- At intersections, motorists are not looking for bicyclists (which are traveling at higher speeds than pedestrians) entering the crosswalk area, particularly when motorists are making a turn.
- Sidewalks are typically designed for pedestrian speeds and are not safe for higher-speed use. Conflicts between bicyclists and pedestrians traveling at low speeds are common, as are conflicts with fixed objects (e.g., parking meters, utility poles, sign posts, bus benches, trees, hydrants, mail boxes, etc.). Also, bicyclists riding on the curb side of sidewalks may accidently drop off the sidewalk into the path of motor vehicle traffic.

RECEIVED
STATE HWY ENGR
SEP 8 '80
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

consistent with our thinking?
R

It is important to recognize that the development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel, as wide sidewalks will encourage higher speed bicycle use and can increase potential for conflicts with motor vehicles at intersections as well as with pedestrians and fixed objects.

Sidewalk bikeways should be considered only under special circumstances such as:

- To provide bikeway continuity along high-speed or heavily traveled existing roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances.
- On long, narrow bridges. In such cases, ramps should be installed at the sidewalk approaches. Continuity with approach bikeways is an important consideration.

Benefits of on-street bike lanes include the following:

- On-street bike lanes provide a facility which will make educational programs much less confusing since both auto drivers and bicycle drivers will be operating under the same rules of the road.
- Bicyclists are more visible to the motorists.
- Better through and direct travel is available to the bicycle user.
- Studies have shown that bicycle-accident rates are lower for on-street bikeways than for sidewalk bikeways.
- On-street bikeways are easier to maintain.

Admittedly there is a wide range of bicyclists with different abilities and needs. Riding on the street with traffic requires adequate coordination skills, a basic knowledge of the rules of the road, and the common sense to obey these rules.

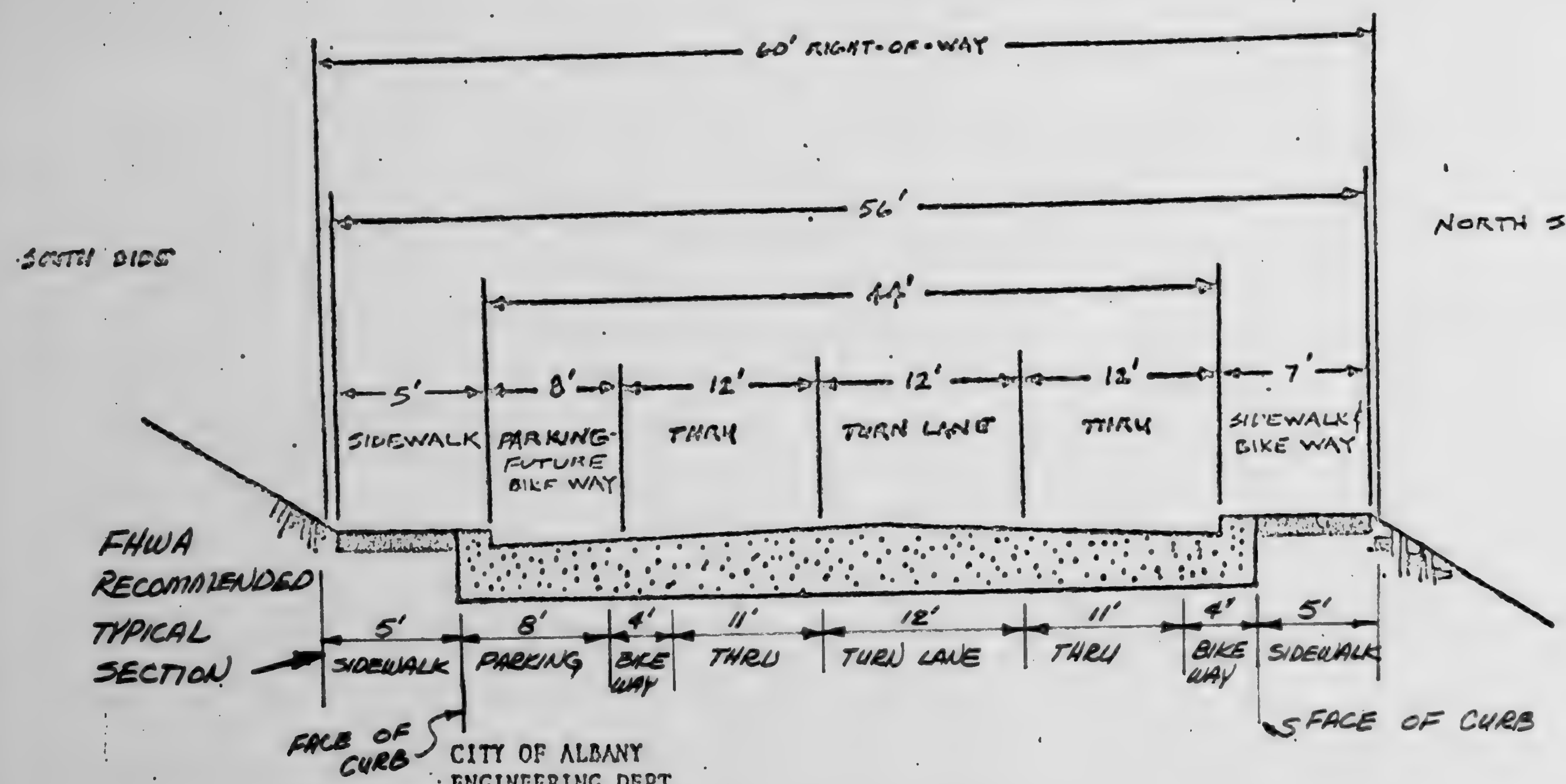
Young beginning bicyclists generally do not meet all these qualifications. A common myth is that if we tell them to ride on the sidewalk they will be safe and do not need knowledge of the rules of the road. This is fine until they enter an intersection where most accidents occur and the proper knowledge of the rules of the road is the most critical. Adequate educational programs in support of proper bikeway facilities is a must.

Attached is a recommended typical section for this project that is compatible with the aforestated policy. I hope this information will assist Mr. Stearns in advising the City of Albany as to adequate street standards for the accommodation of bicycles.

J. K. Hassman
for G. L. Green

Attachment

cc: OSHD (P O Stearns, Reg II)



CITY OF ALBANY
ENGINEERING DEPT.
TYPICAL SECTION
SALEM AVE. - GEARY ST. TO EAST OF LAKE ST.
JANUARY 1980

9453

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1980

LOC 3

Mr. Michael J. Corso
Civil Engineer
City of Albany
P. O. Box 490
Albany, OR 97321

NOTED
E. S. HUNTER

Dear Mr. Corso:

Proposed FAU Project on
Salem Avenue from Geary Street
to Albany Avenue

It would seem to me that if you plan to eliminate parking in favor of on-street bicycle lanes (great idea), the time to do it is with this project. If you construct eight-foot parking now, the bikeway will never happen.

What kind of a bikeway would it be? A two-way without a physical barrier is not acceptable. We have an Attorney General's opinion to this effect.

Two-way bikeways on one side of the road, even with a physical separation, require that riders in one direction ride against traffic. When the path ends, these riders either have to cross the highway or, worse yet, continue to ride against traffic.

Sidewalk bikeways have been unsatisfactory because of the pedestrian conflicts, uneven riding through driveways, conflicts with utility poles and mail boxes, and intersection conflicts with motor vehicles.

I would strongly suggest the following typical section: two five-foot sidewalks, three 12-foot lanes and two five-foot bikeways.

Sincerely,

Don

Donald E. Shaffer
Bicycle Route Engineer

DES:ge/ja

bc E. S. Hunter✓
D. H. Moehring
J. H. Versteeg
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
AUG 12 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9433

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 18, 1980

In Reply Refer to
File No.: AGR

TO: G. L. Green, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. M-2940(-)
LGA Consultant Agreement
Geary Street-Albany Avenue Section
Salem Avenue, FAU 2940
City of Albany & HGE, Inc.

Attached for your consideration are two conformed copies of a proposed consultant agreement covering engineering services to be furnished to the City of Albany by HGE, Inc. for subject project. The preliminary engineering portion of the work will be to FHWA and State standards at City's sole expense. Construction engineering will be a federal aid participating item.

The required pre-award audit and selection procedure evaluation has been conducted and a copy of the audit report is attached. Also attached is a letter from the City which explains their selection procedure.

We request your approval now of the Consultant Agreement, authorization to proceed with work by the consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: Phil Stearns, Region 2
Cliff Laux

To Cliff Laux 4-5-82

RECEIVED
JUL 18 1980
OREGON DIVIS

Form 734-3122

9453

July 17, 1980

BRO 6

Mr. Gary Holliday
City Manager
City of Albany
P.O. Box 490
Albany, Oregon 97321

Dear Mr. Holliday:

The State's involvement in the preliminary engineering phase for the Geary Street-Albany Avenue Section of Salem Avenue is estimated to be $5,000.

In accordance with the terms of the Order to Render Service, a advance deposit is required to cover said costs and will be submitted by the City upon request.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 798: Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 798 when check is received.

REC'D 8-14-80
Z

N

9453

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-hold

INTER-OFFICE CORRESPONDENCE
July 10, 1980
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Geary St.-Albany Ave.
(Albany) Section
Salem Avenue FAU 2940
Albany Urban Area

Enclosed for subject project are the following documents:

Project Request w/attch
Project Category Request To Potter 7-14-80
3 copies, Consultant Agreement w/transmittal letter
Order to Render Service To Ben Vaughn 7-14-80

Region Environmentalist Eddie Welsh states the project can qualify for categorical exclusion. No water ways are involved.

The Consultant Agreement has been in for review and revised per recommendations from Dett Jones.

City of Albany will pay all preliminary engineering costs. Advance deposit of $5,000 for State share of P.E. will be submitted upon request.

Please process the documents through normal channels for approval.

POS/rgb

7-15-80
To TYPE

PROJECT MANAGEMENT BRANCH
[illegible]

1453

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Albany

Order No.

Date July 10, 1980

By: Gary Holliday

Prefix and account number to which work is to be charged 22-8284.

City Manager
(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

Preliminary engineering liaison, preparation of final documents for contract letting for the Geary St.-Albany Ave. (Albany) section of Salem Avenue.

RECEIVED
JUL 15 1980
ACCTG. CONTROL

Estimate of Quantities and Cost

7-17-80
DISTRIBUTED
2

901	FIELD (LIAISON)	$1,000
905	FINAL DESIGN	600
910	SOILS & GEOLOGY	1,200
911	TRAFFIC	250
914	UTILITY LIAISON	350
920	OFFICE ENGINEER	50
921	SPECIFICATIONS	1,000
922	ADMINISTRATION SERVICES	50
923	ENVIRONMENTAL	500
		$5,000

Basis of Payment:
- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☒ Other basis as follows: Advance deposit will be made upon request

Amount of advance deposit (if any) $ $5,000

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- ☐ Letter to .... date
- ☒ Oral request to Phil Stearns, Region Fed. Aid Engr. date 7-10-80

Department Authority:
- ☐ Order of State Highway Engineer
- ☐ Head of branch or section issuing order

Field information submitted by .... in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing C. O. FREDRICKSON

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 2 Section

Signed C. O. Fredrickson

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

9453

City of Albany
ENGINEERING DEPARTMENT

June 11, 1980

Phil Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division, Region 2
2960 State Street E
Salem, OR 97310

Dear Phil:

SUBJECT: Salem Avenue Improvement - Geary to Albany Avenue
FAU 2940 (ST-79-5)

Your revised estimated cost done by Loren Weber, Regional Location Engineer, of the Salem Avenue project of 1.3 million is acceptable to the City. Due to lack of funds to complete the entire length of the project, the City will plan to construct the project in two phases.

The first phase will consist of constructing the street and sidewalk bike path section from Geary Street, including the railroad crossing, to the West line of Waverly Park. The estimated cost of this phase, as completed by our consulting Engineer, is $782,000. The project funding will consist of $460,000 Federal Aid Funds (FAU) which will require the City to borrow FAU funds for a period of five years in advance. The completion of the funding will be from City and Community Development funds. Please refer to the attached information.

The second phase of the Salem Avenue improvement from the West line of Waverly Park to Albany Avenue will be done as time and availability of funds permit.

Please proceed with the submission of our Federal Aid project request noting the changes as discussed previously in this letter.

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ [redacted]
AN EQUAL OPPORTUNITY EMPLOYER (503) 967-4318

Also, enclosed is the necessary consulting Engineer's agreement form for your review and approval. Please note in the agreement form that the City will pay the consultant directly for the preliminary engineering and not use Federal Aid monies.

If you need further information, please contact me at 967-4318.

Sincerely,

Michael J. Corso
Civil Engineer III

js
enclosure

SALEM AVENUE

PHASE I

Part "A" - Street Improvements (1981 Construction Estimates)

1.1	Removal of Structures and Obstructions Lump Sum	@ $4,000.00	=	$ 4,000.00
1.2	Clearing and Grubbing Lump Sum	@ $7,000.00	=	$ 7,000.00
1.3	Common Excavation 9,500 Cubic Yards	@ $ 6.00	=	$ 57,000.00
1.4	1"-0 Crushed Base Rock and Leveling Course 8,750 Cubic Yards	@ $ 10.50	=	$ 91,875.00
1.5	Concrete Curb and Gutter 6,200 Lineal Feet	@ $ 5.85	=	$ 36,270.00
1.6	Concrete Sidewalk - Bicycle Path 4,825 Square Yards	@ $ 18.00	=	$ 86,850.00
1.7	Replacement of Driveway Approaches 545 Square Yards	@ $ 18.00	=	$ 9,810.00
1.8	Class B Asphaltic Concrete 4,270 Tons	@ $ 30.00	=	$128,100.00
1.9	Adjust Existing Manhole Frames and Covers 21 Each	@ $ 200.00	=	$ 4,200.00
	Street Improvement Construction Value		=	$425,105.00

SALEM AVENUE
PHASE I

Part "B" - Storm Drain Improvements (1981 Construction Estimates)

1.1	12" Storm Drain Catch Basin Laterals in Place Select Backfill 650 Lineal Feet	@	$ 19.80	=	$ 12,870.00
1.2	15" Storm Drain Pipe in Place Select Backfill 315 Lineal Feet	@	$ 23.93	=	$ 7,537.95
1.3	24" Storm Drain Pipe in Place Select Backfill 535 Lineal Feet	@	$ 36.30	=	$ 19,420.50
1.4	30" Storm Drain Pipe in Place Select Backfill 560 Lineal Feet	@	$ 43.45	=	$ 24,332.00
1.5	36" Storm Drain Pipe in Place Select Backfill 770 Lineal Feet	@	$ 57.20	=	$ 44,044.00
1.6	42" Storm Drain Pipe in Place Select Backfill 515 Lineal Feet	@	$ 67.65	=	$ 34,839.75
1.7	48" Storm Drain Pipe in Place Select Backfill 265 Lineal Feet	@	$ 78.10	=	$ 20,696.50
1.8	Storm Drain Manholes in Place Complete 12 Each	@	$1,375.00	=	$ 16,500.00
1.9	New Catch Basin Construction 25 Each	@	$ 550.00	=	$ 13,750.00
			Storm Drain Construction Value	=	$193,990.70
			Total Construction Value	=	$619,095.70

COST RECAP SHEET

PHASE I

Storm Drain Construction Value	=	$193,990.70
Street Improvement Construction Value	=	$425,105.00
Total Construction Value	=	$619,095.70
Preliminary and Construction Engineering	=	$ 91,335.00
Contingency (10%)	=	$ 71,040.30
Total Project Cost	=	$781,471.00

PROJECT FUNDING

Albany Sewer Separation Funds	=	$ 57,000.00
Property Owners Assessment Funds Based on $10.00 Per Foot (Deleted $10,000 From Original Funding Projection)	=	$ 43,753.00
Federal Aid Funds (Borrowing 5 Years Advanced Funding)	=	$459,575.00
Allocated Community Development Funds	=	$191,143.00
Funds Allocated to the Railroad Crossing	=	$ 30,000.00
Total Project Funds	=	$781,471.00

7453

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON

TO: Vernon E. Skoog
Controller

DATE: June 9, 1980

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
H.G.E., Inc./City of Albany
Salem Ave., Geary to Albany Ave. Sect.

Referenced proposal calls for Consultant to provide City both preliminary and construction engineering on the project. Preliminary engineering will be on a lump sum basis, $43,500, payable by City and/or HUD. Construction engineering, payable by State and FHWA, is to be at cost-plus-fixed-fee not to exceed $48,000. The project period is estimated at about 6 months.

On page 5 in Payment section 2(b) we should insert in the appropriate blank the figure 118%.

On page 6 section 3 the second sentence could be clarified by removing the contradictory phrase "...and forward to State ...".

On page 7 in Termination section we should add to the last sentence "... and/or State ..." in consideration of the construction engineering liability of the State.

Exhibit A, the cost schedule, is arithmetically correct.

My limited site review of Consultant's accounting records and procedures disclosed that EPA is the cognigant federal audit agency. While some features remain in contention, we find the estimated cost reasonable and allocable. EPA will have another, current audit covering the project period, as will the State, so we recommend approval with the minor revisions noted above.

DWJ:cw

cc: D.E. Swan ✓

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

Contains
Recycled
Materials
81-125-1387

9453

STATE OF OREGON
Highway Accounting-8-2878

INTEROFFICE MEMO
FILE: CON

TO: D.E. Swan
Operation Programming Engineer

DATE: June 9, 1980

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
H.G.E., Inc./City of Albany

As requested by your memo dated May 27, 1980 and as required under state and federal procedures, we have reviewed the consultant selection process and the accounting provisions of subject proposal.

Subject to the revisions noted in the attached Evaluation, we recommend approval.

DWJ:cw

cc: Contract Accounting

6-11-80
Returned to Phil Stearns.
MCH

Contains
Recycled
Materials
81-125-1387

PROJECT MANAGEMENT BRANCH
SIE ☐
PLE
[✓ PIE ☐]
REFERRED TO ____________________
FOR ____________________
FILE: PD FA LG.
SP*75683-125

9453

City of Albany
ENGINEERING DEPARTMENT

REGION 2 ENGINEER
RECEIVED
MAY 19 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE

May 19, 1980

Mr. Phil Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division Region 2
2960 E. State Street
Salem, OR 97310

Dear Phil:

Subject: Salem Avenue Improvement, Geary to Albany Avenue FAU 2940 (ST-79-5)

HGE, Inc., has been selected by the City as its consulting engineer to provide engineering services for the Salem Avenue project. They were chosen in a selection process in which "Requests for Proposals" were sent to six consulting engineers: Kraus & Dalke, Timberland Services, Regional Consultants, Inc., Jordon/Advent & Assoc., Northwest Planners, Inc., and Pro-Systs, Inc. The "Request for Proposals" was also advertised in the local paper so other qualified consultants could submit proposals.

Proposals from three engineering firms, Kraus & Dalke, Regional Consultants, Inc., and HGE, Inc., were submitted to the City. Each firm was interviewed by a review Board consisting of three City Councillors and three staff members.

The selection of HGE, Inc. was based on the firm's previous experience in federal aid projects, qualified personnel, and presentation.

If you need further information on the selection process plan, call me at 967-4318.

Michael Corso
Civil Engineer III

aph

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ [redacted]
(503) 967-4318
AN EQUAL OPPORTUNITY EMPLOYER

4453

City of Albany
ENGINEERING DEPARTMENT

February 6, 1980

Phil Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division, Region 2
2960 E. State Street
Salem, OR 97310

Dear Phil:

SUBJECT: Salem Avenue Improvement, Geary Street to Albany Avenue (FAU 2940)

Enclosed is a Federal Aid Project Request for Federal Aid Funds to improve Salem Avenue between Geary Street and Albany Avenue (FAU 2940).

The City is now in the process of selecting a consulting engineer to provide the preliminary and construction engineering for the project. After the selection of a consultant, about May 1, 1980, a Federal Aid Consultant Agreement Form will be sent to you as required. It is proposed to construct the project in the summer of 1981.

Please review the request forms and if further information is available, please call me at 967-4318.

Sincerely,

Mike Corso
Civil Engineer III

kja
Enclosure

REGION 2 ENGINEER
RECEIVED
☐ RLE FEB 8 1980 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFF S

FEDERAL AID PROJECT REQUEST

Date February 1, 1980

Applicant Agency City of Albany

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. FAU 2940 **Route Name** Salem Avenue

Project Name [redacted], Geary Street to Albany Avenue (ALBANY) SECTION

Project Length ± 4600 L.F. **Project Location (Attach sketch map)**

Project Description This project is intended to provide safer and more efficient traffic flow through a residential area along Salem Avenue from Geary Street on the west and Albany Avenue on the east.

Average Daily Traffic 7000 **Design Speed** 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26 Travel Lanes 2 - 11' lanes Shoulders 2 - 2' shoulders

Medians____ Parking____

Sidewalks ± 200 L.F. of existing 5' wide sidewalk

Remarks Roadway is very narrow for the amount of traffic surface in poor condition (oil matte)

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 Travel Lanes 2 - 12' lanes Shoulders ---

Medians 1 - 12' turn lane Parking 8'

Curbed Yes Length Curb Radii____

Sidewalk/Bikeway 7' bike path and 5' sidewalk

Remarks Roadway section too narrow adjacent to City park as no minimal turning access is necessary

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 70

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks The entire project will be within existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Mercury vapor street lights at the intersections of Salem and Burkhart, Clay, Davidson, Ermine, Fulton, Waverly, Lake

2. **Proposed Illumination:**

Location No additional lighting is proposed

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Approximately 400 west of Albany Avenue

Type Concrete Br. No.

Approach Roadway Width 22' Shoulder Width 2'

Length 60' Width 26'

To remain in place? Yes - the street design will match existing bridge

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Utilities are existing

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern - Southern Pacific
Existing Crossing Protection Flashing pendulum

2. Will existing railroad crossing be altered? Yes

Remarks Railroads and City to install signalization and improve roadway according to P.U.C. Agreement, no federal funds to be utilitized.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	City of Albany - Engineering and Planning Office
2. Environmental	City of Albany - Engineering and Planning Office
3. Public Hearing	City of Albany - Engineering and Planning Office

Remarks Contacts: Mike Corso, Civil Engineer III;
Ben Shaw, Civil Engineer I
Phone 967-4318

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. **Project construction engineering to be performed by:**

Applicant______ **State**______ **Consultant** X

3. **Will applicant perform any work prior to or after award of contract?**
Yes X **No**______
If "yes," describe briefly: Preliminary design, public hearings
Railroad crossing improvement and signalization by Southern Pacific and
Burlington Northern to be a separate project not involving FAU monies.

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ ~~687,000.00~~
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	~~2,000.00~~
PROJECT TOTAL	$781,471 * $ ~~689,000.00~~

Remarks Community Development and City funds will finance approximately $285,000 of the final project cost.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

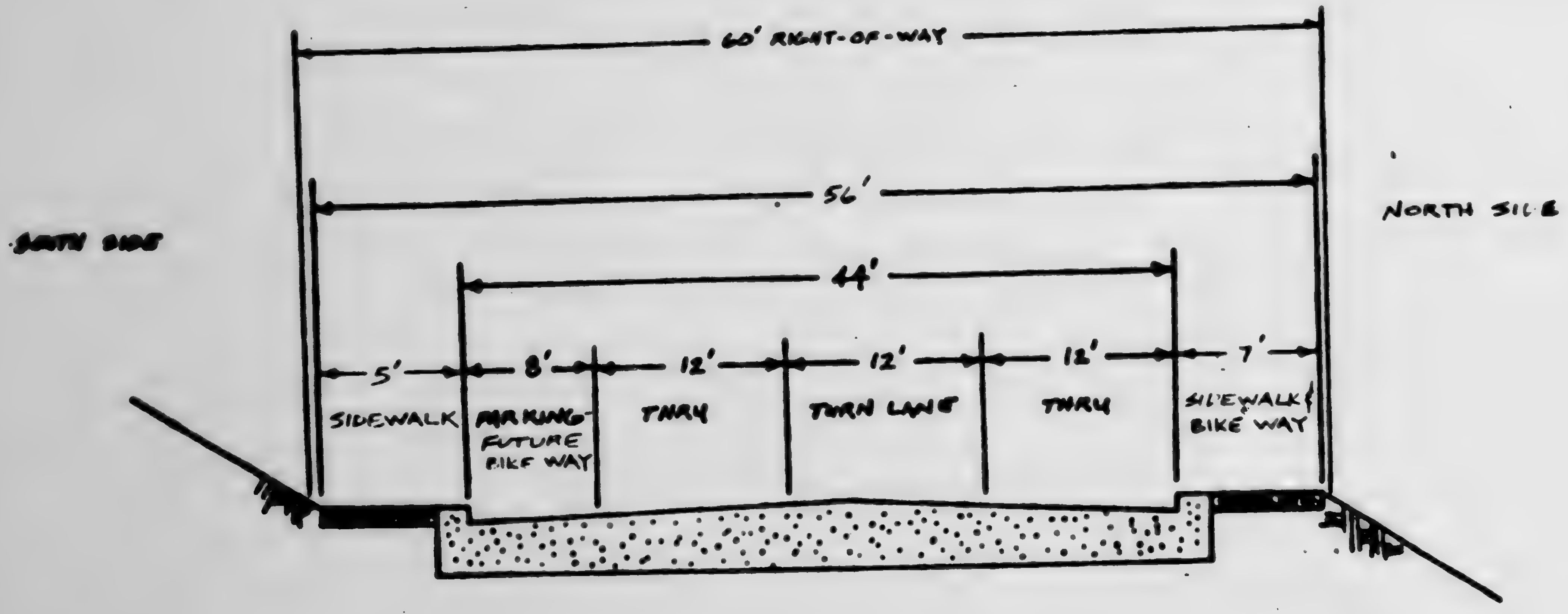
CITY OF Albany and/or ________ COUNTY

By Mike Corso Mike Corso C.E. III By________

By Gary Holliday G Holliday City Mgr. By________

By________

* See letter attached dated 6-11-80, from Mike Corso.
City is requesting $460,000 ± FAU funds.

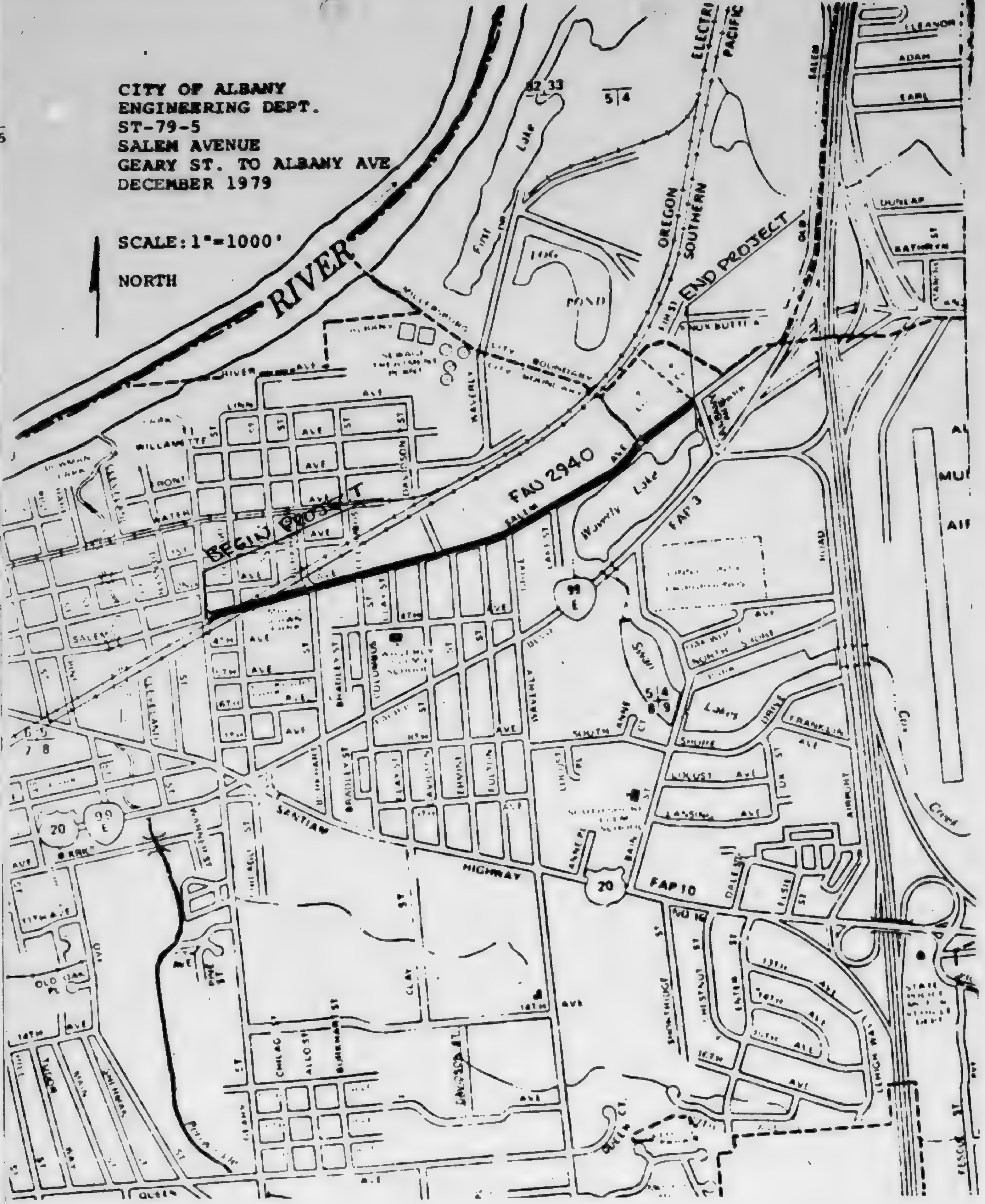


CITY OF ALBANY
ENGINEERING DEPT.
TYPICAL SECTION
SALEM AVE. - GEARY ST. TO EAST OF LAKE ST.
JANUARY 1980

CITY OF ALBANY
ENGINEERING DEPT.
ST-79-5
SALEM AVENUE
GEARY ST. TO ALBANY AVE
DECEMBER 1979

SCALE: 1"=1000'

NORTH



OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 1, 1980

Section Geary Street to Albany Avenue

City Albany Hwy. No. --

Highway Salem Avenue FAU 2940

Begin M.P. --- Length 4600'

County Linn

Program Estimate $689,000

Region Two

Funding Source FAUS - City

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The only alternative being considered is to widen an existing two lane road within the existing right-of-way to a road width of 44 feet with a bike path and sidewalk adjacent to it. The improvement will provide for an increased level of service for a City arterial street which provides a major access to the Central Business District.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☐ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

The City of Albany recommends project Category Type 3 as no significant adverse impacts can be identified.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	3
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	6600 - 1978	9800 - 2000
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	25-30 mph	25-30 mph

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

2. Estimated Impact on Land Use:

In accordance with land use program. No estimated impact can be identified. Conforms to proposed Comprehensive Land Use Plan.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact can be identified.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No impact can be identified.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No impact can be identified.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No critical concern or controversial issue can be identified.

Name of Preparer and Phone Number: Mike Corso, Civil Engineer III 967-4318

1982 Big Ck. Br. Sec. of Big Ck. 9454
Dr. 1.7 mi. SE of Medical Springs.
(Structure)

C+A 7486 4-28-81

F

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

3-6-84

9454

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF REPORT March 6, 1984	REPORT MADE BY C.O.Fredrickson, Construction Engineer		PROJECT NO. BROS-3100(4)
COMPLETION DATE November 21, 1982	ACCEPTANCE DATE BY CONTRACT AGENCY February 2, 1983	TIME ELAPSED 98 %	CONTRACT TIME 147 CD
APPROVED EXTENSIONS	LOCATION Big Creek Bridge Section of Big Creek Drive approximately 1.7 miles southeasterly of Medical Springs.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO
Fredrickson
FOR

Info		R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ
4/19

1. Description of Improvement as Programed:
   - A. Construction of Bridge No. 16571.
     Length: 28.0 feet. Roadway Width: 27.5 feet.
   - B. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Joe Preso Construction Company
3. Contract Amount: $ 48,279.50
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

A final inspection of the completed work was made on 2/2/83.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/14/84	TITLE Field Operations Engineer	DATE 4/16/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9454

February 18, 1983

United States Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

CON 5
#9454

Gentlemen or Ladies:

On February 8, 1983, we wrote to you concerning release of final payment on Contract No. 9454 awarded to Joe Preso Construction, Inc. for the Big Creek Bridge Section of Big Creek Drive in Union County.

Final payment on this contract is $998.85 and the total contract amount is $47,993.15. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Joe Preso Construction, Inc.
P. O. Box 314
Enterprise, OR 97828

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9454.

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: February 2, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9454 On Site Work Substantially Completed November 22, 1982

All Work Completed January 3, 1983

Project Big Creek Bridge

Highway Big Creek Drive

County Union

Type of Work Structure

Contractor Joe Preso Construction, Inc.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

noted
RW Gormsen

81-125-1307

9454

Report # 18 FINAL

B

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Big Creek Bridge	WEEK ENDING 11-27-82
		SECTION PREFIX 231-1013
	HIGHWAY Big Creek Drive	COUNTY Union
NAME OF JOB	KIND OF WORK Structure	
CONTRACTOR Joe Preso Construction	CONTRACT NUMBER 9454	FEDERAL AID PROJECT NUMBER BROS-3100(4)
DATE OF CONTRACT 4-13-82	DATE WORK STARTED 8-4-82	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION: 1	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 147
PROJECT AUTHORIZATION: $ 55,280	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 50,452	ENGINEERING AUTHORIZATION $ 4,828	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 50,452	ENGINEERING COST TO DATE $ 4,800	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 100 %	11-21-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16571							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly cldy	1		Completion Date
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				RECEIVED
FRIDAY				[illegible] 82
SATURDAY				CONSTRUCTION SECTION SCE FED CA CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Completed final clean up Completion date
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Final records submitted to Region 11-23-82

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9454

STATE COPY

clm

cc: H. S. Coulter, OSHD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/1/82	David B. Carter, Area Engineer	BROS 3100(4)

Original Signed by
D. B. Carter

IN COMPANY WITH
J. Schlieski, Project Manager, OSHD

LOCATION
On Big Creek Drive approximately 1.7 miles south easterly of Medical Springs in Union County, Oregon.

CONTRACTOR NAME AND ADDRESS
Joe Preso Construction, Inc., P. O. Box 314 Enterprise, OR 97828

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
4/13/82	48,279.50	150 calenar days	4/24/82	8/4/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	46%	10%

RIGHT OF WAY ADMINISTRATION
RECEIVED
SEP 21 1982
M AM ADM FHR CA ES
PMS AS CE DS TA RUL
0 1 3 4 F

REMARKS

BIG CREEK BRIDGE SECTION
BIG CREEK DRIVE
UNION COUNTY
STRUCTURE

This project provides for the replacement of an existing timber bridge with a single span precast slab concrete bridge.

Work Completed:
Both footings have been poured.

Work in Progress:
None. Contractor poured Bent #1 Footing yesterday and apparently took today off.

Comments:
Workmanship on the project is satisfactory.

Concrete for the project is being obtained from La Grande and can be placed in the forms within the specification time limit.

The footing at Bent #1 did not encounter solid rock. This footing was placed on undisturbed material as provided for in the plans. Borings had indicated that rock might be encountered at this bent.

noted

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

9454

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 5-177		County Union
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-3100(4)
MODIFICATION NUMBER 1	52182	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 28, 1981,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,000.00	$ 75,280.00
Federal funds	$ 16,000.00	$ 60,224.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XXBy FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. BROS-3100(4)

Big Creek Bridge
Big Creek Drive
Union County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 20,000.00

Type Code X080
Structure, Br. No. 16571 (Sta. 19+84 to Sta. 20+12)

Mobilization		All Required	$ 1,640.00
Bridge Removal Work		All Required	300.00
Structure Excavation	195 Cu. Yd.	11.50	2,242.50
Structural Concrete, Class 3300 (71 CY)		All Required	12,214.00
4'x25'/30' Prestressed Slabs	7 Each	2,286.00	16,002.00
Reinforcement (13,500 lbs)		All Required	7,406.00
Metal Rail with Tubing	75 Lin. Ft.	51.00	3,825.00
Guard Rail in Stockpile		All Required	3,250.00
Placing Loose Riprap (50 CY)		All Required	1,400.00
		SUBTOTAL	$ 48,279.50
		Engineering	7,000.50
		TOTAL	$ 55,280.00

Length of Structure ------------- 0.005 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$20,000.00	$16,000.00	$1,000.00	$ 3,000.00
Structure	55,280.00	44,224.00	---	11,056.00
TOTAL	$75,280.00	$60,224.00	$1,000.00	$14,056.00

Group 1 100%
Contract No. ~~9454~~ 9454
Prefix: 231-1948
Prefix: 231-1013

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
6-90	FEDERAL-AID PROJECT AGREEMENT	COUNTY UNION
	5-28-81	PROJECT NO. BROS-3100(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.5 mi. S.E. of Medical Springs

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-7-81	0.1
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$20,000.00	$16,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By R.F. Moe
Asst. State Highway Engineer
(Title)
XX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 5/28/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon May 22, 1981

Federal Aid Project
No. BROS-3100(4)

Big Creek (Big Creek Road) Bridge Section
County Road in Union County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$20,000.00
	TOTAL	$20,000.00

Length of Project ----------- 0.1 mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engineering	$ 20,000.00	$16,000.00	$1,000.00	$ 3,000.00
Retain in Program				
Contract Work	100,000.00	80,000.00	---	20,000.00
TOTAL	$120,000.00	$96,000.00	$1,000.00	$23,000.00

Group 1 100%
Prefix 231-1948

Union Co.

ROAD DESIGN SECTION

DES 16

C. T. Keasey
Assistant State Highway Engineer
Construction/Materials Branch

April 30, 1982

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Coordinator

OSHD Permit No. 327
Big Creek Bridge Section
Big Creek Drive
Union County

Here is Removal/Fill Permit No. 3528 issued to Joe Preso Construction, Inc. for this project.

DLT:rw

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

Permit No. 3528
Permit Type Removal Fill
Waterway Big Creek
County Union County
Expiration Date April 29, 1983
Hwy. # 327

JOE PRESO CONSTRUCTION, INC.

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

Ed Zajonc, Director
Oregon Division of State Lands

Stan Hamilton
Authorized Signature

April 29, 1982
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3528

1. This permit authorizes the removal of up to 270 cubic yards of material and the placement of up to 40 cubic yards of rock riprap in Section 35, T6S, R42E (Big Creek Drive) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 327).

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. There shall be no operation of equipment in the active flowing stream between November 1 and July 1.

5. The stream shall not be diverted from the natural bed.

6. At the project's completion, the stream shall be placed in a single channel.

7. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, and shrubs.

   d. All riprap shall be placed from above the bankline.

   e. The completed revetment shall have a slope no steeper than 1:1.

8. No fresh concrete shall come in contact with the active flowing stream.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

April 29, 1982

RETURN TO: Don Trout
Room 227 Transportation
Bldg., Salem, OR 9 10

OSHD PERMIT NO. 327
Big Creek Bridge
Big Creek Drive
Union County
December 10, 1981

Please return by
Date Received
Permit No. RF-31528
Waterway Big Creek
County Union County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name Joe Preso Construction, Inc.
   Address P. O. Box 314 Phone 503-426-3013
   City Enterprise State Oregon Zip Code 97828
2. Project Supervisor's Name Same as above Phone Same
3. Property Owner's Name Union County
   Address County Courthouse Phone
   City La Grande State OR Zip Code
4. Waterway affected by project Big Creek Tributary of Unknown
   County Union River Mile Section 35 Township 65 Range 42E
   Local name for project location Big Creek Drive
5. Purpose(s) of project Bridge Replacement
6. Describe your proposed operation (Attach additional sheet if necessary):
   See remarks # 14
7. When will project start? Spring 1982 Be completed? Fall 1982
8. Project will be: Removal X Fill Combination Riprap 40 Cu.Yds.
9. Fill will consist of: rock gravel sand silt other
   Removal will consist of: rock gravel X sand X silt X other
10. Amount of Fill (cu.yds.) annually total project
    Amount of Removal (cu. yds.) annually total project Approx. 270 Cu. Yds.
11. Where will you place surplus materials? Along highway roadbed
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed Joe Preso Title Owner Date 4/20/82

CONTINUED ON BACK OF SHEET

RECEIVED
APR 29 1982
DIVISION OF STATE LANDS

13. List names and addresses of adjoining property owners.

14. Remarks: Work involved in this application is for the construction of the bridge and the placement of class 100 loose riprap.

The proposed bridge will be a single span concrete bridge resting on an abutment wall at each end. These abutment walls will rest on concrete spread footings. Wing walls will be constructed at each corner of the bridge to contain the proposed roadway fill. Class 100 riprap will be placed to prevent erosion at the base of the abutment and wing walls.

Excavation will be necessary for the bridge abutment wall construction and the placement of the riprap.

AWARDED: April 13, 1982
TIME: 150 Calendar Days

OSHD Permit No. 327
Big Creek Bridge Section
Union Co.

ATTENTION

- OIL SPILLS -

In the event of an oil spill (broken hydraulic line, crankcase oil supply line, fuel line or petroleum product) into a waterway, the permittee or his contractor is required by State and Federal law to:

1. Immediately take all necessary steps to control and contain the spill.
2. Immediately notify the U.S. Coast Guard (1–800–424-8802) and the DEQ (1–800–452-0311) of the location and nature of the spill.
3. Take all necessary action to clean up the spill. DEQ will determine when clean-up is completed.

Failure to comply with the above requirements can result in State and Federal enforcement action against the permittee and/or his contractor.

PURCHASE ORDER

STATE OF OREGON

PAGE 1 OF 1

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 146861

SHIP TO	J. H. Versteeg, Rm. 200, Dept. of Transportation, Salem, OR 97310		P.O. DATE 4-23-82
BILL TO	OREGON STATE HIGHWAY DIVISION 438 TRANSPORTATION BUILDING • SALEM, OR 97310	ACCOUNT NUMBER	NO. INVOICES 1
			FISCAL YEAR 81-82

TERMS	F.O.B.	DELIVERY REQUIRED	CREW NUMBER	DELEGATED AUTHORITY CODE	COMMODITY CODE
			007-00	Unlimited - 1	

VENDOR

Oregon State Division of State Lands
1445 State Street NE
Salem, OR 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

	QUANTITY			DESCRIPTION	EQUIP. NO. OR PREFIX	CODE OR FUNC.	SUB FUNC	OBJECT	P/N GROUP	UNIT PRICE	ITEM TOTAL
	ORDER'D	UNIT	REC'D								
1	1	Ea.	/	REMOVAL/FILL PERMIT	231-1013	944		059		$50.00	$50.00
2											
3				OSHD Permit No. 327 Big Creek Bridge Sec. Big Creek Drive Union County							
4											
5											
6											
7											
8											
9											
10											

RECEIVED BY Rachel Watilo DATE RECEIVED 4-30-82

TOTALS $ $50.00

I certify the above items are [illegible]

I certify these items are authorized by the Dept. of Gen'l Services.

ORDERED BY DATE 4-23-82

APPROVED BY DATE 4-23-82

AUTHORIZED AGENT

SIGNATURE DATE 4-23-82

[illegible]

ACCOUNTING USE ONLY

ITEM NO.	[illegible]	FUNC.	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	ENCUMB LIQUID	EQUIP. NO.	CODE	AMOUNT	CREW NO.

ORIGINATOR

Blup 4-23-82

April 16, 1982

DES 16

Joe Preso Construction, Inc.
P. O. Box 314
Enterprise, OR 97828

Gentlemen:

Re: OSHD Permit No. 327
Big Creek Bridge
Big Creek Drive
Union County

As stated in subsection 107.01 of the special provisions for this project, the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands, we must have the attached application completed by you.

Information required is:

1. The phone number at which your company can be reached.
2. The name and phone number of the Project Supervisor.
3. Your signature, title and date at the bottom of page 1.

You may expedite this matter by returning the completed application to the Highway Division as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Final Project Coordinator

DLT:ja

Attachment

cc Robert Hector
Joseph Schlieski

RETURN TO: Don Trout
Room 227 Transportation
Bldg., Salem, OR 97310

OSHD PERMIT NO. 327
Big Creek Bridge
Big Creek Drive
Union County
December 10, 1981

FOR DIVISION USE
Please return by ____
Date Received ____
Permit No. ____
Waterway ____
County ____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name Joe Preso Construction, Inc.
Address P. O. Box 314 Phone ____
City Enterprise State Oregon Zip Code 97828
2. Project Supervisor's Name ____ Phone ____
3. Property Owner's Name Union County
Address County Courthouse Phone ____
City La Grande State OR Zip Code ____
4. Waterway affected by project Big Creek Tributary of Unknown
County Union River Mile ____ Section 35 Township 65 Range 42E
Local name for project location Big Creek Drive
5. Purpose(s) of project Bridge Replacement
6. Describe your proposed operation (Attach additional sheet if necessary):
See remarks # 14
7. When will project start? Spring 1982 Be completed? Fall 1982
8. Project will be: Removal X Fill ____ Combination ____ Riprap 40 Cu. Yds.
9. Fill will consist of: rock ____ gravel ____ sand ____ silt ____ other ____
Removal will consist of: rock ____ gravel X sand X silt X other ____
10. Amount of Fill (cu.yds.) annually ____ total project ____
Amount of Removal (cu. yds.) annually ____ total project Approx. 270 Cu. Yds.
11. Where will you place surplus materials? Along highway roadbed
12. What steps do you plan to take to restore the area to its natural condition?
All new or disturbed dirt slopes will be seeded and mulched.

Signed ____ Title ____ Date ____

CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

14. Remarks: Work involved in this application is for the construction of the bridge and the placement of class 100 loose riprap.

The proposed bridge will be a single span concrete bridge resting on an abutment wall at each end. These abutment walls will rest on concrete spread footings. Wing walls will be constructed at each corner of the bridge to contain the proposed roadway fill. Class 100 riprap will be placed to prevent erosion at the base of the abutment and wing walls.

Excavation will be necessary for the bridge abutment wall construction and the placement of the riprap.

AWARDED: April 13, 1982
TIME: 150 Calendar Days

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1982

Joe Preso Construction, Inc.
P. O. Box 314
Enterprise, OR 97828

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 14
ROAD DESIGN
SECTION

IN REPLY REFER TO
FILE NO.:
CON 5
#9454
Do Not File
Return To
Bring Up
Action

Gentlemen or Ladies:

The Oregon Transportation Commission on March 30, 1982, accepted your proposal for the Big Creek Bridge in Union County for the sum of $48,279.50. The Commission referred your bid to the State Highway Engineer with authority to award the contract subject to concurrence of Union County and when $11,050 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 9454.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 24, 1982.

We wish to call your attention to the last page of the contract, page 11, which requires you to provide information on the Certification of Workers Compensation Coverage.

When you return the contracts, please include a Certificate of Insurance showing the contract number, section of highway and listing the State of Oregon, by and through its Department of Transportation, its officers, agents and employees, and the Oregon Transportation Commission as named insured on insurance policies issued for this project. These instructions are set forth in the Special Provisions of the contract under Section 107.21.

Sincerely,

ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc: C. T. Keasey
Robert Church
Walt Hart
Robert Hector
Joseph Schliecki
Don Trout ✓
SAIF
Fran

FROM DIVISION OF STATE LANDS

Don
Trout

Hwy. # 327
Big Creek
Union County

OSHD Permit No. 327
Big Creek Bridge Section
Big Creek Drive
Union County

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3528

1. This permit authorizes the removal of up to 270 cubic yards of material and the placement of up to 40 cubic yards of rock riprap in Section 35, T6S, R42E (Big Creek Drive) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings (OSHD No. 327).
2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.
3. Waste materials and spoils shall be placed above the bankline.
4. There shall be no operation of equipment in the active flowing stream between November 1 and July 1.
5. The stream shall not be diverted from the natural bed.
6. At the project's completion, the stream shall be placed in a single channel.
7. Riprap shall be placed under these conditions:
    a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.
    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
    c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, and shrubs.
    d. All riprap shall be placed from above the bankline.
    e. The completed revetment shall have a slope no steeper than 1:1.
8. No fresh concrete shall come in contact with the active flowing stream.
9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

January 19, 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 20 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

9454 3-82

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3100(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10147

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/3/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Big Creek (Big Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
One structure (Str. #61-C-17)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/5/82 you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. TEC $75,450 Federal Funds $60,360.

I accept the certification of Mr. Rod Henry dated 2/24/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
FOR

14. DATE 3/3/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9454

2.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-3100(4)
Big Creek Bridge (Bridge 16571)
Union County (Your DES 23)

Date: February 5, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Our letter of January 21, 1982, requested further consideration of a culvert pipe for the above crossing site. Mr. Wallace's letter of February 2 supports the proposed bridge, and we approve the 28 foot long structure at this site.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

NOTED
E. S. HUNTER
2-10-82

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
FEB 9 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9424

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Construction Authorization
Item No. 10147
Project No. BROS-3100(4)
Big Creek (Big Cr. Dr.) Bridge Sec.
Union County

It is the Oregon State Highway Division's present intention to receive bids for this project on March 25, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $75,450 with an obligation of $60,360 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc

cc: Ken Husby
Lou Olson
General Files

Form 734-3122

9454

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16571

February 2, 1982

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Big Creek Bridge
Big Creek Drive
Union County
BR 16571

Your letter of January 21, 1982, requested that we include a pipe alternate design for the proposed stream crossing. We do not believe that a culvert alternate is advisable at this location for the following reasons:

1. All of the culvert alternates will require raising the proposed gradeline of Big Creek Drive an additional two feet in order to achieve a minimum cover for the culvert. This will impact the gradeline of the intersecting Medical Springs and Boulder Park Highway. The impact will be additional roadwork and the change of horizontal alignment of the latter road in order to keep the fill out of the creek.

2. The culvert fill to be placed in the stream area will also necessitate either moving the detour out or stage constructing the culvert. If the detour is to be moved, additional easement must be obtained by Union County with a subsequent delay to the project of several months.

3. County officials have indicated that they prefer a bridge rather than a culvert because the former is less susceptible to debris and ice problems. The bridge will provide more reserve stream flow capacity than any of the culverts.

4. Our calculations indicate there is no cost savings for a multiplate arch culvert versus a bridge.

In consideration of the above comments, we request your approval of a 28-foot long bridge for this site.

GDA:jrb

cc: E. S. Hunter
D. H. Moehring
Don Adams
W. E. Schwartz

91151 ·

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon BROS 3100(4) Big Creek Bridge
Big Creek Drive -Union County

Date: January 21, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have received Mr. Thompson's January 31, 1982 submittal for Big Creek Bridge in Union County. We feel the site location (Y Intersection) and small design flow might accomodate a pipe more readily and economically than the proposed bridge. Please include a pipe alternate in the design. Attached is a Multi-plate Box Culvert brochure which might be a consideration.

For J Hatchell
Dale E. Wilken

Attachment
Brochure

cc:
OSHD (W Hart, Bridge)
OSHD (R Lenz, Loc)

RECEIVED
STATE HWY ENGR
JAN 25 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

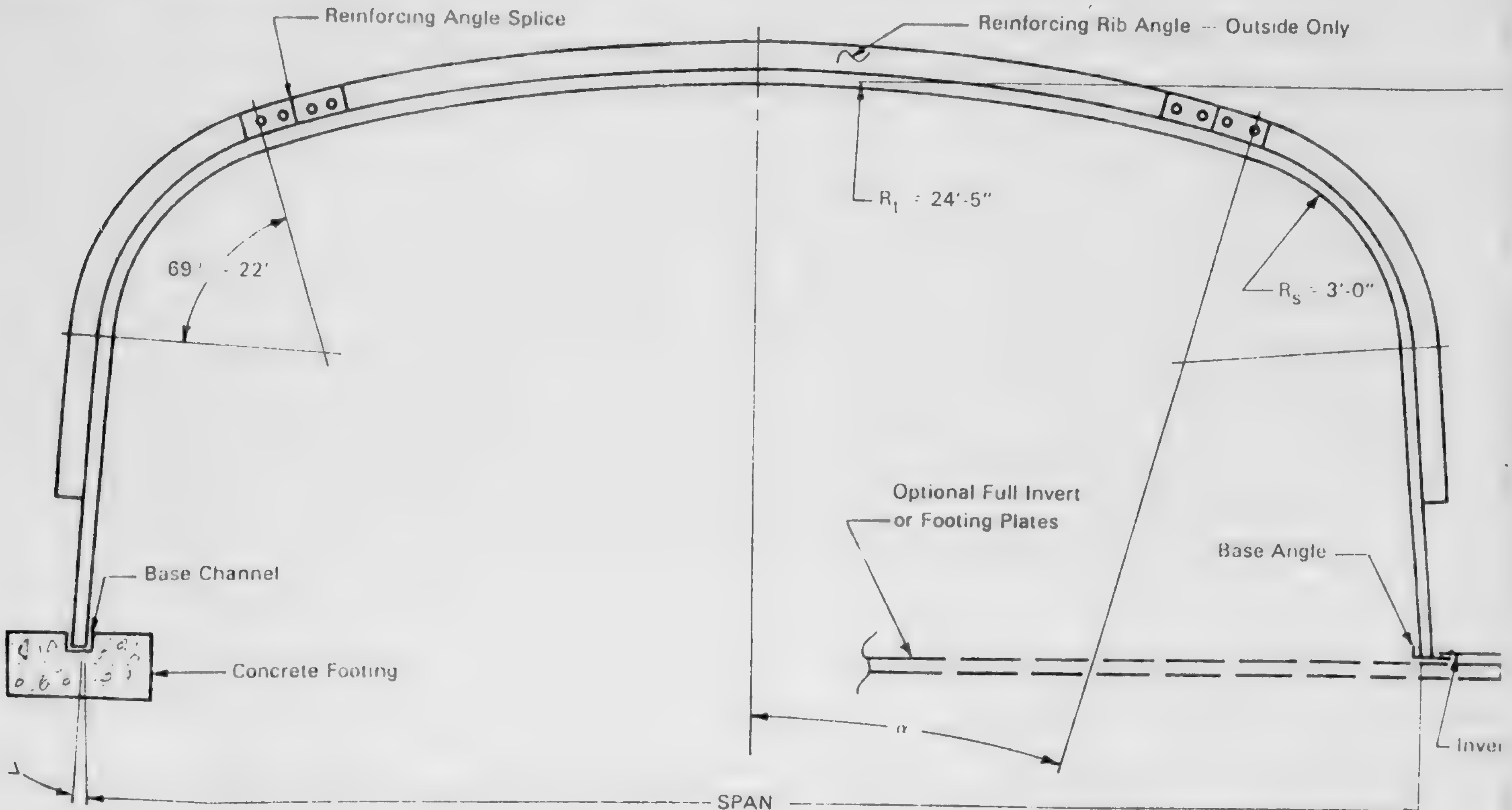
First MULTI-PLATE Box Culvert in Michigan

Owner:	Eaton County Road Commission 1112 Reynolds Road Charlotte, MI 48813
Location:	Central Circle Drive Delta Township, MI
Engineer:	Wolverine Engineering Co. Mason, MI
Contractor:	American Excavating Grand Ledge, MI
Structure:	MULTI-PLATE Box Culvert 15′-10″ span x 7′-3″ rise 68′ long, 12-gage bottom, 8-gage side, top

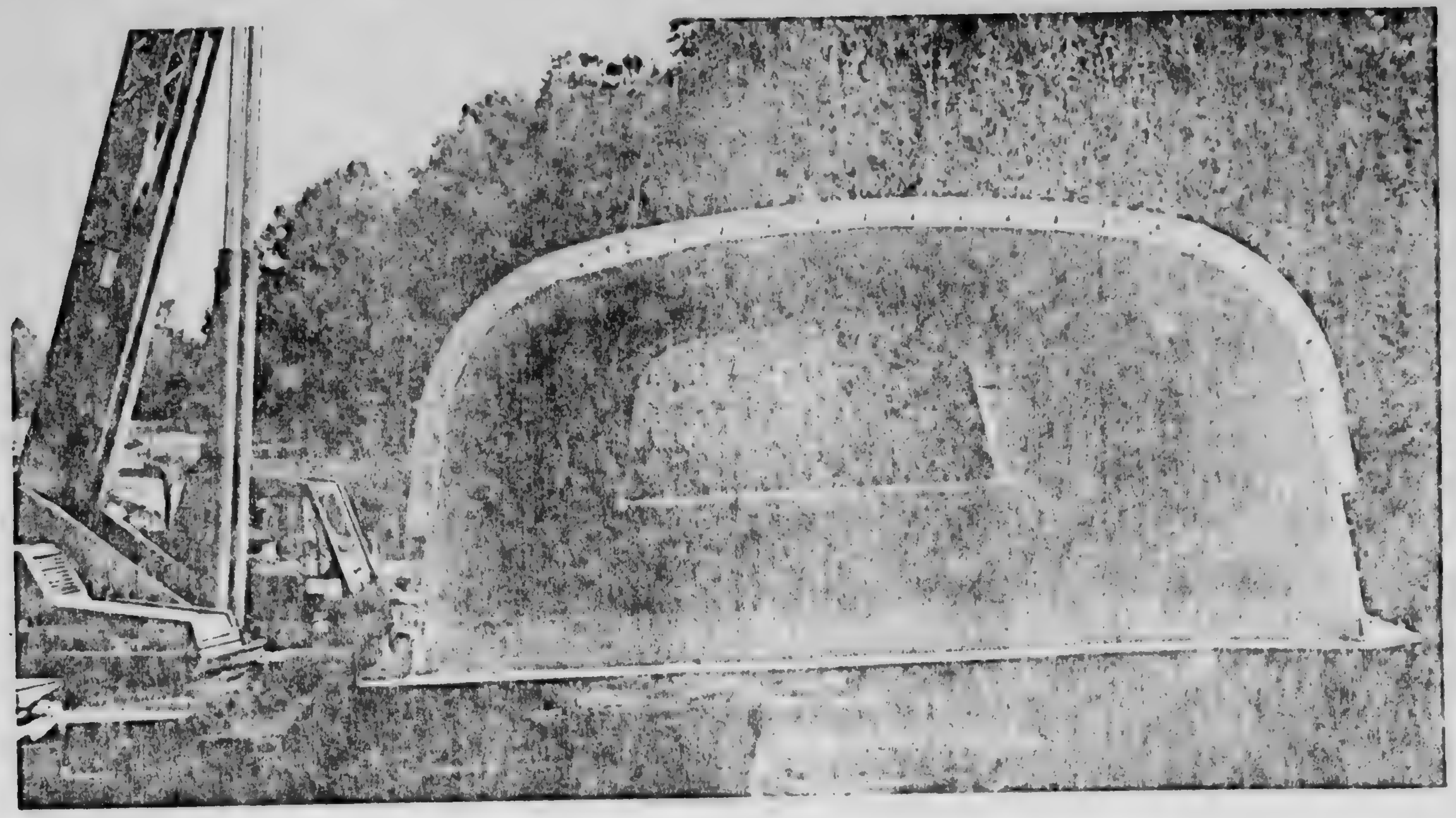
Central Circle Drive was designed and built by the Eaton County, Michigan, Road Commission in 1980. It is used primarily to provide access to the freight receiving entrance of a General Motors plant in Delta Township. At one point, the new half-mile-long road had to cross Carrier Creek necessitating some type of bridging structure. The Road Commission worked up a design incorporating Armco's new MULTI-PLATE Box Culvert with a 15′-10″ span x 7′-3″ rise, 68′ long.

The bottom plates were 12-gage steel and the side and top plates were 8 gage. Height of cover was only 4½′ which made the box culvert an ideal solution. Its shape and strength are especially suited for installation in limited headroom situations.

American Excavating was awarded the contract to install the structure. When the job got underway, it took only two days to completely preassemble the box culvert. The trench was prepared and a 60-ton crane brought in to complete the installation. The crane was connected to strategically placed splice plates designed and installed by the contractor on the top corners of the reinforcing angles. When the crane lifted the structure, it was securely anchored at four points; the structure did not sag or twist. Once the culvert was in place, backfilling took only one day. In all, assembly, placement and backfilling required only four days, thus avoiding any unnecessary delays in the construction schedule.



Note: All dimensions to inside unless noted.



Front view of assembled box culvert shows its low profile configuration

MULTI-PLATE BOX CULVERT

SPAN FT.-IN.	RISE FT.-IN.	AREA SQ. FT.	SPAN FT.-IN.	RISE FT.-IN.	AREA SQ. FT.	SPAN FT.-IN.	RISE FT.-IN.	AREA SQ. FT.
8-3	2-5	16.3	12-6	2-11	31.1	16-0	3-6	47.3
8-9	3-2	22.8	12-10	3-9	41.1	16-2	4-4	60.1
9-3	4-0	29.6	13-2	4-6	51.2	16-4	5-1	73.0
9-8	4-9	36.9	13-6	5-4	61.7	16-7	5-11	86.1
10-2	5-6	44.4	13-10	6-1	72.4	16-9	6-9	99.3
10-8	6-3	52.4	14-2	6-10	83.3	17-0	7-6	112.7
11-2	7-0	60.7	14-6	7-8	94.5	17-2	8-4	126.2
9-8	2-7	20.8	13-2½	3-1	34.1	16-8	3-8	51.1
10-1	3-4	28.4	13-6	3-10	44.5	16-10	4-6	64.4
10-7	4-2	36.4	13-10	4-8	55.3	17-0	5-3	77.8
11-0	4-11	44.7	14-1	5-5	66.3	17-2	6-1	91.4
11-5	5-8	53.3	14-5	6-2	77.5	17-4	6-10	105.1
11-10	6-5	62.2	14-9	7-0	88.9	17-6	7-8	119.0
12-3	7-3	71.5	15-0	7-9	100.6	17-8	8-5	133.0
10-5	2-8	23.2	13-11	3-2	37.1	17-4	3-10	55.0
10-10	3-5	31.4	14-2	3-11	48.2	17-6	4-7	68.9
11-2	4-3	39.9	14-6	4-9	59.5	17-7	5-5	82.8
11-7	5-0	48.7	14-9	5-6	71.0	17-9	6-2	96.9
12-0	5-9	57.9	15-0	6-4	82.7	17-11	7-0	111.1
12-5	6-6½	67.3	15-4	7-1	94.6	18-1	7-9	125.5
12-10	7-4	77.1	15-7	7-11	106.8	18-3	8-7	139.9
11-1	2-9	25.7	14-7	3-3	40.4	18-0	3-11	59.1
11-6	3-6	34.5	14-10	4-1	52.0	18-1	4-9	73.5
11-10	4-4	43.5	15-1	4-10	63.8	18-3	5-7	88.0
12-3	5-1	52.9	15-4	5-8	75.8	18-4	6-4	102.6
12-7½	5-10	62.6	15-7	6-5	88.1	18-6	7-2	117.3
13-0	6-8	72.5	15-10	7-3	100.5	18-7	7-11	132.1
13-5	7-5	82.8	16-1	8-0	113.1	18-9	8-9	147.0
11-10	2-10	28.5	15-3	3-5	43.8	18-8	4-1	63.4
12-2	3-8	37.7	15-6	4-2	55.9	18-9	4-11	78.4
12-6	4-5	47.3	15-9	5-0	68.3	18-10	5-8	93.4
12-10½	5-2	57.2	16-0	5-9	80.9	18-11	6-6	108.5
13-3	6-0	67.4	16-2	6-7	93.6	19-1	7-4	123.7
13-7	6-9	77.9	16-5	7-4	106.5	19-2	8-1	138.9
13-11	7-6	88.6	16-8	8-2	119.6	19-3	8-11	154.2

Flashing

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 20, 1981

In Reply Refer to
File No.:

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for fills in Navigable Waters
Section: **Big Creek Bridge**
Highway: **County Road**
County: **Union**

This letter, with the attached document, serves as the advance notice required under Special Condition m of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
W. J. Hart
G. A. Potter
D. E. Keyes

9454 5-[illegible]-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3100(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10147

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/7/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Big Creek (Big Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage at a TEC of $20,000 - F.F. $16,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/17/81.

RECEIVED
STATE HWY ENGR
MAY 18'81
REFER TO Machung
FOR
Info Inv. File

[illegible] 5-12-81

14. DATE 5/7/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Big Creek (M.P. 1.63, Big Creek Drive) Bridge Section

HIGHWAY NAME
Big Creek Drive

HIGHWAY NUMBER
C 71

REGION 5	ADMINISTRATIVE DISTRICT 13	COUNTY Union	CITY N/A

LENGTH
0.1 mi +

MILEPOST NUMBER
@1.63 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT?
☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT
Union County

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR Off System

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER County will widen and surface

TYPE OF WORK
☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct prestressed reinforced concrete slab span structure with bolt on flex beam guardrail.

Alternative to be studied: Install open bottom 24'x 6' 11" x 60' structure plate culvert on concrete foundation or Armco plate design if hydraulics study will justify.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
Waterlig

RECEIVED
MAY 7 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
50 - 100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)
*35 MPH

DESIGN STANDARDS
AASHTO

TRAFFIC ANALYSIS
☐ LIGHT ☐ MEDIUM ☐ HEAVY

*Gravel road, no plans to oil this route.

APPROVED
Frank E. Terpin
Location Engineer
Date 4/29/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 14'
SHOULDERS	gravel road	gravel road
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:	none	none

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Big Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way Con. Easement	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☐	☒
Water District	☐	☐	☒
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
~~Environmental Assessment~~ Category Request	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☐	☒
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review w/County	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT OF WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE 1981 (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

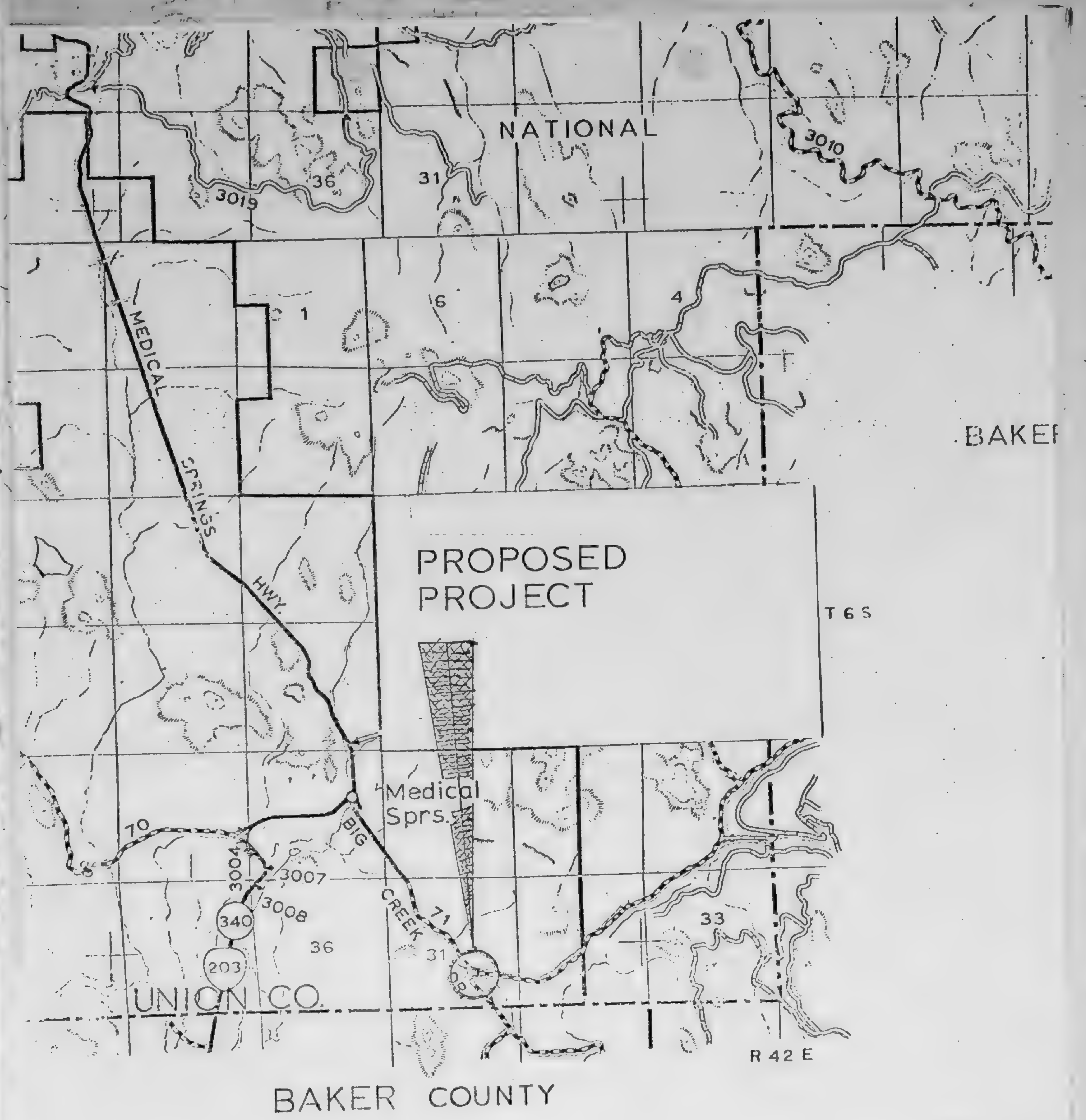
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$15,000	20.000
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	5.000
ILLUMINATION	0	
STRUCTURES [illegible]	70,000	67.000
RAILROAD	0	
ROADWAY	0	
OTHER Remove [illegible] Structure	5,000	5.000
ENGINEERING & CONTINGENCIES	30,000	[illegible]
PROJECT TOTAL *	$120,000	[illegible]

* Project total based on new bridge

SUBMITTED BY Roger C. Lang



SHEET 3 OF 3

SEE SUPPLEMEN

9454

2

April 28, 1981

Union County Court
1100 "L" Avenue
La Grande, OR 97850

AGR 4

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7460

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the replacement of Big Creek Bridge (M.P. 1.63, Big Creek Drive).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. att.)

9454

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 17, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10147
Project No. BROS-3100(4)
Big Creek (Big Creek Rd.) Bridge Sec.
Union County

Enclosed is data consisting of PR-1 forms, sketch maps and Authority for Survey for the subject project.

I hereby request the following:

> Authorization to proceed with preliminary engineering all phases including archeological salvage at an estimated total cost of $20,000 with an obligation of $16,000 in federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: W. Schwartz (Region 5)
H. Reynoldson
General Files

Form 734-3122

9454 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-3100(-)
Project Classification
Big Creek Bridge
County Road, Union County

Date: April 8, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your March 18, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

RECEIVED
TECHNICAL SERVICES
APR 9 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9454

2.

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: March 5, 1981

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Big Creek (M.P. 1.63, Big Creek Drive) Bridge Section
Bridge No. 61C17
H.B.R. Off System Project
Union County

Enclosed is a project request concerning the replacement of Bridge No. 61C17, M.P. 1.63, Big Creek Drive, over Big Creek as received from Union County.

This structure has been identified for replacement under the Highway Bridge Replacement Program and has been recommended for replacement by H. S. Coulter, State Highway Engineer. The project appears on the Consent Calendar March 25, 1981 for action by the Oregon Transportation Commission.

Please note Union County has requested that we study the possibility of replacing the structure with a large culvert which, if practical, may possibly reduce the cost of the project. This concept has been discussed with Dave Carter, Area Engineer, FHWA, and is in favor of the culvert concept if compatible with the stream hydraulics.

Also, enclosed is Location Prospectus, Reconnaissance Narrative and Authority for Survey showing the anticipated preliminary engineering costs.

The Project Category Request is being prepared by John Preston, Region Environmentalist and will be forwarded to the Environmental Unit upon completion.

Upon approval of the project by the Transportation Commission, please take the necessary steps to program the project with FHWA and obtain early preliminary engineering if possible because of the severe condition of this structure.

D. E. Swan - Please Program & Update PMS.

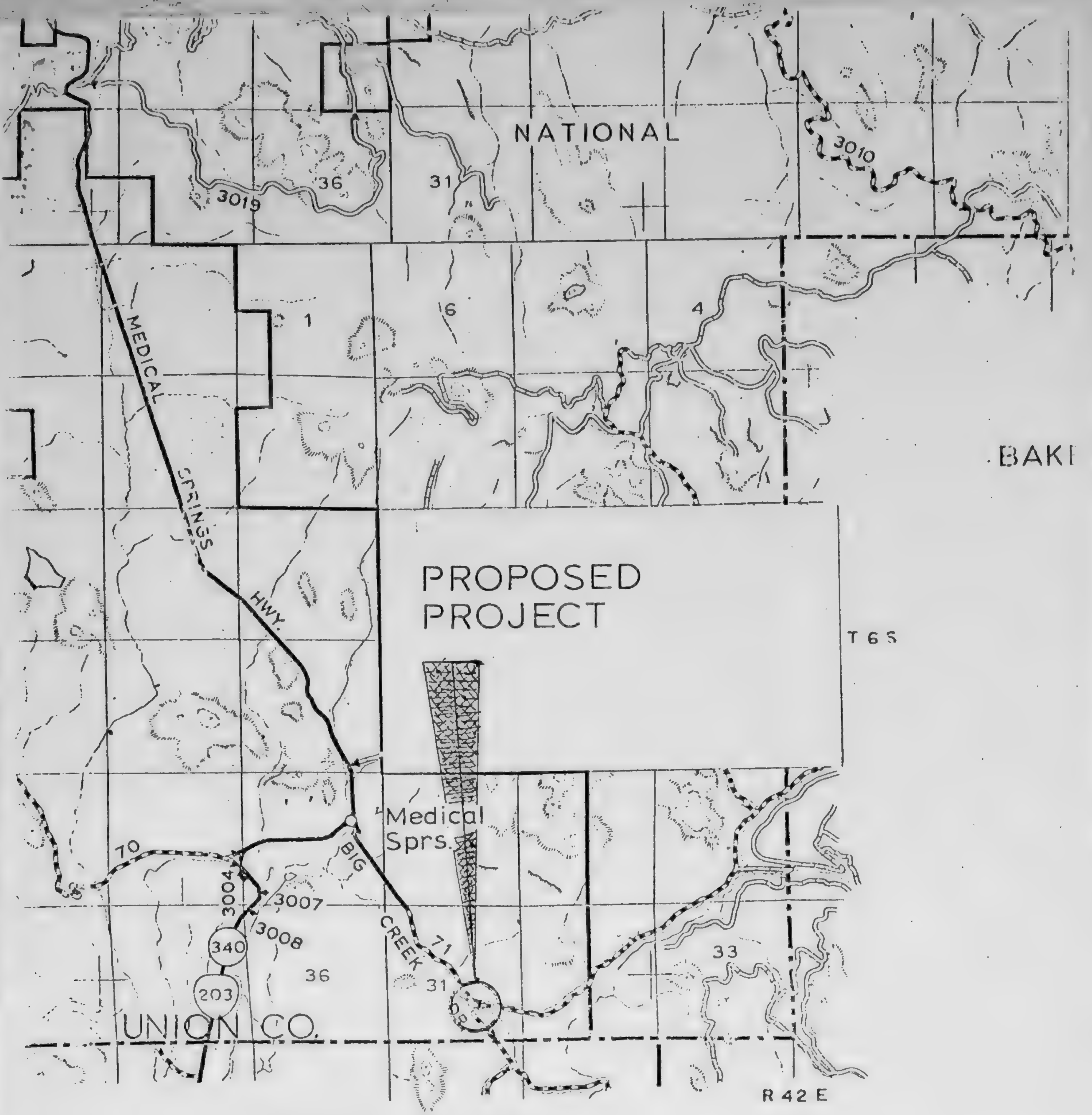
RCL/vt
Enc.
cc: Alvin Campbell
Dave Carter, FHWA
J. A. Schlieski

RECEIVED
TECHNICAL SERVICES
MAR 16 '81
REFER TO
FOR
Info Inve. R/D D/R Sign Act File

cc w/Attachment:

E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 5:
Roger Lang

Contains Recycled Materials
81-125-1387



BAKER COUNTY

SHEET 3 OF

SEE SUPPLEME

94524

DATE: February 18, 1981

PLA 14-1

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the March 25, 1981 meeting will be a request to add one structure to the Six Year Highway Improvement Program. This structure is the Big Creek Bridge (Big Creek Drive) in Union County. The estimated cost of a replacement structure is $100,000. The local match will be the responsibility of Union County.

Funds for moving this structure to the 1982 HBR OFF SYSTEM Program are available due to the favorable bids received recently for three other HBR OFF SYSTEM Projects. This structure has been considered for funding in the 1983 program.

This project has been investigated and is eligible for funding under the HBR OFF SYSTEM Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

RHP:pf

bcc: F. B. Klaboe
R. Gormsen
E. S. Hunter
D. H. Moehring
C. T. Keasey
W. J. Hart
D. E. Swan
R. L. Schroeder
W. E. Schwartz
George Bell

1982 Davies O'Xing Sec. of the Sunset Hwy. N. of Forest Grove (gr., pav., struc., sig., ill.) 9455 rll STATE COPY cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 10/30/84	REPORT MADE BY 10 31 84 T. P. Lowe, Area Engineer		PROJECT NO. HES-F-27-2(7)
COMPLETION DATE (Actual) 6/7/83	ACCEPTANCE DATE BY CONRTACT AGENCY 6/20/84	TIME ELAPSED 99 %	CONTRACT TIME 425 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DAVIES OVERCROSSING
SUNSET HIGHWAY
Grading, Paving, Structure, Signing, Illumination

This project provided for widening an existing concrete structure on both sides.

The final cost of $942,617 exceeded the original authorization by two percent.

The minor items of uncompleted work mentioned in the final inspection report have been satisfactorily completed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 5 '84
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy
11/6

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Sign T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 10/31/84	TITLE Field Operations Engineer	DATE 10/31/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

9455

May 25, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9455

Gentlemen or Ladies:

On January 23, 1984, we wrote to you concerning release of final payment on Contract No. 9455 awarded to Teller Construction Company, Inc. for work on the Davies O'Xing Section of the Sunset Highway in Washington County.

Final payment on this contract is $10,479.32. The total contract amount is $804,669.78 including $1,777.38 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Teller Construction Company, Inc.
PO Box 11365
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9455

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: HES-F-27-3(7)
Davies O'Xing
Price Agreement No. 6

Date. December 5, 1983

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's November 8, 1983 memorandum requested a reconsideration of my decision to limit Federal participation in the subject Price Agreement. My October 19 memorandum limited Federal participation to a settlement of $5,710.50.

Your letter of November 8, 1983 states the project manager (now retired) made a verbal agreement with the contractor to pay for extra deck concrete based on the theoretical unit bid price for deck concrete. The contract provided a lump sum payment for deck concrete. Actual construction overran the planned quantity for deck concrete 70.5 cubic yards as per calculation by the State's current project manager.

No additional forming was required for the additional 70.5 cubic yards of deck concrete. The new project manager determined a reasonable price for the overrun deck concrete (70.5 c.y.) to be $81 per cubic yard. This price includes the contractors materials costs plus a reasonable amount for placement and normal profit etc. I agree with the current project managers recommendation to pay for 70.5 cubic yards of extra concrete at $81 per cubic yard which results in the settlement of $5,710.50, therefore, Federal participation is limited to that amount.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

Copy to
12/13/83
jc

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO Keasey
FOR
Info Inves R/D D R Sign ✓

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: HES-7-2(7)
9455 - State Force Order No. 8
Davies O'Xing
Sunset Highway

Date: November 28, 1983

From: Division Administrator

Reply to Attn. of: HFO.7-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S. COULTER

The Federal Highway Administration will not reimburse the State forces for chipping of concrete around rocker assemblies for the same reasons outlined in my memorandum to Mr. Coulter of October 19, 1983 paragraph 3.

G. K. Hassner
for Dale E. Wilken

Attachment:
ltr, Wilken to Coulter, 10/19/83

cc:
OSHD (C T Keasey)w/cy att
OSHD 9 G Potter)w/cy att

RECEIVED

[illegible] 83

Info

9455 5

Memorandum

U.S. Department
of Transportation
**Federal Highway
Administration**

THE OREGON DIVISION - SALEM

Subject: HES-F-27-2(7)
9455 - Price Agreement No. 6
Davies O'Xing
Sunset Highway

Date: October 19, 1983

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The supporting data submitted with Mr. Keasey's October 12, memorandum requests approval of Price Agreement #6 does not support all of the settlement amount.

The contractor's correspondence refers to five areas of dispute:

1. "The overrun of class 4500 concrete;" I agree with Mr. Harris's analysis as explained in his June 15, 1983 memorandum to Mr. Harwood. FHWA will participate in $5,710.50 for this item.

2. "Clearing and grubbing was not a bid item;" I agree with Mr. Harwood and Mr. Harris that the contractor has no entitlement for this item.

3. "Grades were incorrectly shot at the column caps and as a result the caps had to be chipped out to accomodate the rocker arms;" it is not clear if this is totally an engineering error or if the contractor should have caught the error by checking the step down dimension. In either event Federal participation is not eligible for this item.

4. "Barrier rail transition at the southwest end of the Bridge;" I understand the contractor constructed a standard section - not the transition section shown on the plans. The contractor was then given the option of adding a transition section or replacing the standard section with a transition section. The contractor does not appear to have any entitlement in this matter.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

cc: Orig. to [illegible]
10/26

5. "Calcium chloride in class 3300 concrete;" from the information submitted it does not appear that the contractor has any entitlement in this matter.

For the above reasons I limit Federal participation in Price Agreement #6 to $5,710.50.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

9455

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10-63		County WASHINGTON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-F-27-2(7)
MODIFICATION NUMBER 6	10-12-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	537,834 (010) $ 460,000 (141)	565,834 (010) $ 460,000 (141)
Federal funds	474,261 (010) $ 414,000 (141)	498,951 (010) $ 414,000 (141)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 7, 1983

FEDERAL AID PROJECT NO. HES-F-27-2(7)

DAVIES O'XING SECTION
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE

Preliminary Engineering	All Required	$ 73,500.00

TYPE CODE 6201
ROADWAY (Sta. 2144+50 to Sta. 2149+90 Sta. 2154+22.40 to Sta. 2158+50)

Subtotal of previous estimate of August 18, 1983		$280,780.20

ADDITIONAL ITEMS

Relocate Temp. Conc. Barriers (PA #2)	All Required	$ 1,300.00
Concrete Expansion Dams (PA #4)	All Required	9,170.00
Claim Settlement (PA #6)	All Required	14,124.00
		$ 24,594.00
	Increase	$ 24,594.00
	SUBTOTAL	305,374.20
	Engineering	34,625.80
	TOTAL	$340,000.00

TYPE CODE X121
STRUCTURE BR. NO. 2363A (Sta. 2149+06.90 to Sta. 2154+22.40)

Total the same as previous estimate of April 12, 1983		$612,334.00

Length of Roadway ----------------- 0.168 mi.
Length of Structure --------------- 0.098 mi.
TOTAL 0.266 mi.

Cost of Roadway Per Mile ---------- $2,023,809.52

SUMMARY OF FUNDS

DESCRIPTION	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	141	$ 32,000	$ 28,800	$ 3,200
Preliminary Engineering	010	41,500	36,594	4,906
Roadway	141	158,574	142,717	15,857
Roadway	010	181,426	159,981	21,445
Structure	141	269,426	242,483	26,943
Structure	010	342,908	302,376	40,532
TOTAL		$1,025,834	$912,951	$112,883

Group 1: 44%; Group 2: 56%
Contract No. 1919
Prefix: 34-1919
Prefix: 34-1071

RHZ:pf

TATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-89		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-F-27-2(7)
MODIFICATION NUMBER 5	8-19-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 510,091.00 (010) ~~460,000.00 (141)~~	$ 537,834.00 (010) ~~460,000.00 (141)~~
Federal funds	$ 449,797.00 (010) ~~414,000.00 (141)~~	$ 474,261.00 (010) ~~414,000.00 (141)~~
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

Oregon State Highway Division
Salem, Oregon August 18, 1983

Federal-Aid Project No. HES-F-27-2(7)

Davies O'xing Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	73,500.00

Type Code 6201
Roadway (Sta. 2144+50 to Sta. 2149+06.90)
(Sta. 2154+22.40 to Sta. 2158+50)

Subtotal of previous estimate of May 20, 1983	$	256,732.20

Previous Estimate

Flagman	400 Hour	19.00	$	7,600.00
Temp. Conc. Barriers	400 Lin. Ft.	11.25		4,500.00
			$	12,100.00

Revised Estimate

Flagman	1,282 Hour	19.00	$	24,358.00
Temp. Conc. Barriers	1,048 Lin. Ft.	11.25		11,790.00
			$	36,148.00
		Increase	$	24,048.00
		Subtotal		280,780.20
		Engineering		31,219.80
		Total	$	312,000.00

Type Code X121
Structure Br. No. 2363A (Sta. 2149+06.90 to Sta. 2154+22.40)

Total the same as previous estimate of April 12, 1983	$	612,334.00

Length of Roadway	0.168 mi.
Length of Structure	0.098 mi.
Total	0.266 mi.

Cost of Roadway Per Mile	$ 1,857,142.85

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 32,000.00	$ 28,800.00	$ 3,200.00
Preliminary Engineering	010	41,500.00	36,594.00	4,906.00
Roadway	141	158,574.00	142,717.00	15,857.00
Roadway	010	153,426.00	135,291.00	18,135.00
Structure	141	269,426.00	242,483.00	26,943.00
Structure	010	342,908.00	302,376.00	40,532.00
		$ 997,834.00	$ 888,261.00	$ 109,573.00

$414,000.00 Set Funds (Appn #141)

141	$ 460,000.00	$ 414,000.00	$ 46,000.00
010	$ 537,834.00	$ 474,261.00	$ 63,573.00

Group 1 44%; Group 2 56%
Contract No. 9455
Prefix: 34-1919
Prefix: 34-1071

9455.

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-210
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-23-83

State Oregon
County Washington
Project Number HES-F-27-2(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on , 19 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	486,874 (010) $ 460,000 (141)	510,091 (010) $ 460,000 (114)
Federal funds	429,323 (010) $ 414,000 (141)	449,797 (010) $ 414,000 (114)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 20, 1983

Federal-Aid Project
No. HES-F-27-2(7)

Davies O'Xing Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	73, 500.00

Type Code 6201
Roadway (Sta. 2144+50 to Sta. 2149+06.90)
Sta. 2154+22.40 to Sta. 2158+50)

Subtotal of previous estimate of April 12, 1982	$	233,514.00

Previous Estimate

Cement Treated Base	460	Ton	22.25	$	10,235.00
Class "B" Asph. Conc.	1,200	Ton	33.95		40,740.00
				$	50,955.00

Revised Estimate

Cement Treated Base	1,112	Ton	22.25	$	24,742.00
Class "B" Asph. Conc.	1,456	Ton	33.95		49,431.20
				$	74,173.20

Increase	$	23,218.20
Subtotal		256,732.20
Engineering		27,498.80
Total	$	284,231.00

Type Code X121
Structure, Bridge No. 2363A (Sta. 2149+06.90 to
Sta. 2154+22.40)

Total the same as previous estimate of April 12, 1982	$	612,334.00

Length of Roadway ------- 0.168 mi.
Length of Structure ----- 0.098 mi.
Total 0.266 mi.

Cost of Roadway Per Mile	$ 1,691,851.19

SUMMARY OF FUNDS

HES	90%	141
Primary	88.18%	011

Description	Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 32,000.00	$ 28,800.00	$ 3,200.00
Preliminary Engineering	010	41,500.00	36,594.00	4,906.00
Roadway	141	158,574.00	142,717.00	15,857.00
Roadway	010	125,683.00	110,827.00	14,856.00
Structure	141	269,426.00	242,483.00	26,943.00
Structure	010	342,908.00	302,376.00	40,532.00
		$ 970,091.00	$ 863,797.00	$ 106,294.00

Total	Pro Rata	Code			
HES	90.0%	141	$ 460,000.00	$ 414,000.00	$ 46,000.00
Primary	88.18%	010	$ 510,091.00	$ 449,797.00	$ 60,294.00

$414,000.00 Set Funds (Appn Code 141)

Group 1 44%; Group 2 010%
Contract No. 9455
Prefix: 34-1919
Prefix: 34-1071

94

STATE COPY B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-197 & 198		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-F-27-2(7)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	403,153 (141) $ 513,879 (010)	460,000 (141) $ 486,874 (010)
Federal funds	362,837 (141) $ 453,137 (010)	414,000.0(141) $ 429,323.0(010)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, add to utilize maximum funds (Appn Code 141) allowable on this project, and to reflect decrease in (Appn Code 010) funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of December, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 17, 1982

Federal-Aid Project
No. HES-F-27-2(7)

Davies O'Xing Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 73,500.00

Type Code 6201
Roadway (Sta. 2144+50 to Sta. 2149+06.90)
(Sta. 2154+22.40 to Sta. 2158+50)

Subtotal of previous estimate of April 12, 1982 $203,699.00

Previous Estimate

Embankment in Place	4,550 Cu. Yd.	6.70	$ 30,485.00

Revised Estimate

Embankment in Place	9,000 Cu. Yd.	6.70	$ 60,300.00

Increase	$ 29,815.00
Subtotal	$233,514.00
Engineering	27,499.00
Total	$261,013.00

Type Code X121
Structure, Bridge No. 2363A (Sta. 2149+06.90 to Sta. 2154+22.40)

Total the same as previous estimate of April 12, 1982 $612,334.00

Length of Roadway -------------	0.168 mi.
Length of Structure -----------	0.098 mi.
TOTAL	0.266 mi.

Cost of Roadway Per Mile-------$1,553,648.81

SUMMARY OF FUNDS

HES	90%	141
Primary	88.18%	011

Description	Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 32,000.00	$ 28,800.00	$ 3,200.00
Preliminary Engineering	010	41,500.00	36,594.00	4,906.00
Roadway	141	158,574.00	142,717.00	15,858.00
Roadway	010	102,465.00	90,353.00	12,112.00
Structure	141	269,426.00	242,483.00	26,943.00
Structure	010	342,908.00	302,376.00	40,532.00
		$946,874.00	$843,323.00	$103,551.00

Total	Pro-Rata	Code			
HES	90.0 %	141	$460,000.00	$414,000.00	$ 46,000.00
Primary	88.18%	010	486,874.00	429,323.00	57,551.00

$414,000.00 - Set Funds (Appn Code 141)

Group 1 44%; Group 2 10%
Contract No. 9455
Prefix: 34-1919
Prefix: 34-1071

945

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-59
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-22-82

ate: Oregon
County: Washington
Project Number: HES-F-27-2(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	32,000.00(141) $ ~~41,500.00(010)~~	403,153.00(141) $ ~~513,879.00(010)~~
Federal funds	28,800.00(141) $ ~~36,594.00(010)~~	362,837.00(141) $ ~~453,137.00(010)~~
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______
PROGRAM MANAGEMENT ENGINEER
(Title)

BXX FOR: H.S. COULTER, P.E.
STATE HIGHWAY ENGINEER
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. HES-F-27-2(7)

Davies O'Xing Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 73,500.00

Type Code 6201
Roadway (Sta. 2144+50 to Sta. 2149+06.90)(Sta. 2154+22.40 to Sta. 2158+50)

Mobilization	30 %	All Required	$ 20,670.00
Temporary Protection and Direction of Traffic	30 %	All Required	3,435.00
Temporary Signs	180 Sq. Ft.	8.40	1,512.00
Temporary Barricades	7 Each	125.00	875.00
Temporary Continuous Rail Barrier, Reflectorized	150 Lin. Ft.	8.00	1,200.00
Temporary Guard Rail, Type 1A	1,025 Lin. Ft.	14.00	14,350.00
Temporary Concrete Barriers, Reflectorized	400 Lin. Ft.	11.25	4,500.00
Flagmen	400 Hr.	19.00	7,600.00
Removal of Structures and Obstructions		All Required	1,250.00
Embankment in Place	4,550 Cu. Yd.	6.70	30,485.00
Trench Excavation	58 Cu. Yd.	10.00	580.00
Watering	70 M-Gal.	20.00	1,400.00
Cement Treated Base	460 Ton	22.25	10,235.00
Cement Treated Base (Treated in Place)	520 Sq. Yd.	21.00	10,920.00
Cement for Treated Base	26 Ton	90.00	2,340.00
Aggregate Shoulders	670 Ton	7.70	5,159.00
Class "B" Asphalt Concrete	1,200 Ton	33.95	40,740.00
Membrane Waterproofing	2,300 Sq. Yd.	5.23	12,029.00
12-inch Sewer Pipe	150 Lin. Ft.	14.80	2,220.00
24-inch Culvert Pipe	40 Lin. Ft.	21.00	840.00

Concrete Inlets, Type G-1	2 Each	500.00	1,000.00
Sumps	2 Each	85.00	170.00
Guard Rail, Type 2A	1,050 Lin. Ft.	9.50	9,975.00
Guard Rail, Type 3	100 Lin. Ft.	22.00	2,200.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	75.00	300.00
Drainage Curbs	305 Lin. Ft.	2.00	610.00
Removal of Existing Signs		All Required	300.00
Move and Reinstall Existing Signs		All Required	300.00
Wood Sign Posts		All Required	375.00
Type "C" and "D" Signs in Place	57 Sq. Ft.	8.00	456.00
Type "EE" Signs in Place	16 Sq. Ft.	10.00	160.00
Removal of Existing Illumination		All Required	1,325.00
Pole Foundations		All Required	1,357.00
Roadway Lighting Poles and Bracket Arms		All Required	4,434.00
Luminaires and Ballasts		All Required	1,047.00
Conduit, Wiring, Lamps, Etc.		All Required	5,250.00
			$202,799.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 300.00
Temporary Erosion Control	All Required	100.00
Roadside Seeding & Mulching	All Required	500.00
		$ 900.00
	SUBTOTAL	$203,699.00
	Engineering	27,499.00
	TOTAL	$231,198.00

Type Code X121
Structure, Bridge No. 2363A (Sta. 2149+06.90 to Sta. 2154+22.40)

Mobilization	70 %	All Required	$ 48,230.00
Temporary Protection and Direction of Traffic	70 %	All Required	8,015.00
Bridge Removal Work		All Required	28,500.00
Structure Excavation	380 Cu. Yd.	33.00	12,540.00
Furnish Pile Driving Equipment		All Required	25,376.00

Furnish Prestressed Concrete Piling	4,336 Lin. Ft.	10.00	43,360.00
Drive Prestressed Concrete Piles	4,336 Lin. Ft.	1.00	4,336.00
Structural Concrete, Class 3300 (410 CY)		All Required	134,312.00
Structural Concrete, Class 4500 (255 CY)		All Required	89,439.00
35'/40' Type III Prestressed Beams	2 Each	2,738.00	5,476.00
45'/50' Type III Prestressed Beams	7 Each	3,825.00	26,775.00
50'/55' Type III Prestressed Beams	1 Each	3,775.00	3,775.00
65'/70' Type III Prestressed Beams	6 Each	5,125.00	30,750.00
70'/75' Type III Prestressed Beams	2 Each	5,298.00	10,596.00
Reinforcement (125,000 Lbs)		All Required	44,100.00
1 1/2-inch Electrical Conduit	516 Lin.	4.50	2,322.00
6-inch Standard Steel Pipe	120 Lin. Ft.	10.00	1,200.00
			$519,102.00

Anticipated Items

Railroad Protective Costs	All Required	$ 13,600.00
On-the-job Trainees (1,000 hrs. @ $0.80)	All Required	800.00
Grout & Patch Existing Bearings	All Required	6,000.00
		$ 20,400.00
	SUBTOTAL	$539,502.00
	Engineering	72,832.00
	TOTAL	$612,334.00

Length of Roadway ------------- 0.168 mi.
Length of Structure ----------- 0.098 mi.
TOTAL 0.266 mi.

Cost of Roadway Per Mile ------$1,376,178.57

SUMMARY OF FUNDS

HES	90 %	141
Primary	88.18%	010

Description	Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 32,000.00	$ 28,800.00	$ 3,200.00
Preliminary Engineering	010	41,500.00	36,594.00	4,906.00
Roadway	141	101,727.00	91,554.00	10,173.00
Roadway	010	129,471.00	114,167.00	15,304.00
Structure	141	269,426.00	242,483.00	26,943.00
Structure	010	342,908.00	302,376.00	40,532.00
		$917,032.00	$815,974.00	$101,058.00

Total	Pro Rata	Code			
HES	90.00%	141	$403,153.00	$362,837.00	$ 40,316.00
Primary	88.18%	010	513,879.00	453,137.00	60,742.00

Group 1 141 44%; Group 2 010 56%
Contract No. 9455
Prefix: 34-1919
Prefix: 34-1071

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-23 + 1-55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	12/15/81	Project Number HES-F-27-2(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 73,500.00
Federal funds	$ 13,500.00	$ 65,394.00
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15 th day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. HES-F-27-2(7)

Davies Overcrossing Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$73,500.00
	TOTAL	$73,500.00

Length of Project ------------- 0.40 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	(141)	$32,000.00	$28,800.00	$3,200.00
Preliminary Engineering	(010)	41,500.00	36,594.00	4,906.00
TOTAL		$73,500.00	$65,394.00	$8,106.00

Group 1	100%
Prefix:	34-1919

L

TO BE COMPLETED BY FHWA 7-16	**U.S. DEPARTMENT OF TRANSPORTATIO** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 6-24-81	STATE Oregon COUNTY Washington PROJECT NO. HES-27-2 (7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 0.9 miles E. of Manning E. 0.2 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-14-80	0.40
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000.00	$ 13,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Ass't. State Highway Division
(Title)
~~XX~~ For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 6-24-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 23, 1981

Federal Aid Project
No. HES-27-2 (7)

Davies Overcrossing Section
Sunset Highway
Washington County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,000.00
	Total	$ 15,000.00

Length of project - - - - - - - 0.40 mi.

Federal Funds - - - - - - - - -	$ 13,500.00
State Funds - - - - - - - - - -	1,500.00
Total	$ 12,000.00

Group 1 - 100%
Prefix 34-1919

9455 47 Rebar's

Project: Davies O'Xing
Highway: Sunset (US 26)
County: Washington
Contractor: Teller Construction Co., Inc.

Contract No.: 9455 FR
Prefix No.: 34-1071
F.A. No.: HES-F-27-2(7)

NARRATIVE REPORT

This project called for bridge deck widening, grading, paving and illumination 2.5 miles S.E. of Manning Oregon on the Sunset Highway (US 26).

The Contract was awarded to Teller Construction Company, Inc. on April 2, 1982 and was completed within the 425 calendar days specified.

No unusual problems were encountered and the project moved along smoothly and efficiently.

The following comments are given for your evaluation and consideration:

Temporary Protection and Direction of Traffic: No unusual problems were encountered, although the Region Traffic Engineer felt 36 inch by 36 inch signing was too small and opted for 48 inch by 48 inch replacements. It was later decided to install 40 MPH Black and White enforceable signs to keep speeds of the traveling public at a tolerable level.

Road Work: The roadwork moved along smoothly although the weather and type of soil & drainage created some delay. At the west end of the structure the sub-base material was not suitable for in place "CTB" and the sub-base had to be replaced and compacted and plant mix "CTB" placed.

Howard R. Harris
Project Manager

HRH/pl

cy
MG

CC: File

1 Versteeg ✓
Anderson
2 Adams
cy Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 27 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Roberts

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: DAVIES O'XING
HIGHWAY: SUNSET
COUNTY: WASHINGTON

CONTRACT NO.: 9455
PREFIX NO.: 34-1071
F.A. NO.: HES-F-27-2(7)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+/-%
	BID ITEMS	$	721,901.00		
INCREASED	PROJECT AUTH.		54,683.07		
		$	776,584.07	777,160.70	+ 0
	ANTICIPATED ITEMS	$	21,300.00	25,627.40	+20
	CONTINGENCIES	$	33,444.05	27,829.83	-17
	ENGINEERING	$	66,888.09		
INCREASED	ENGINEERING AUTH.		23,316.93		
		$	90,205.02	112,000.00	+24
	TOTAL	$	921,533.14	942,617.93	+ 2

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LISTED BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COSTS.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. No. 003 TEMPORARY SIGNS 180 SQ. FT. 353 SQ. FT. +96

TEMPORARY SIGNING ALONG THE SUNSET HIGHWAY WAS CHANGED FROM 36" x 36" AS SPECIFIED TO 48" x 48" AND ADDITIONAL SIGNS WERE ADDED.

B.I. No. 005 TEMPORARY CONT RAIL TRAFFIC BARRIER REFLECTORIZED 150 LIN. FT. 0 LIN. FT. -100

ITEM WAS DELETED AS PER PRICE AGREEMENT NO. 2.

B.I. No. 006 TEMPORARY GUARD RAIL 1,025 LIN. FT. 515 LIN. FT. -50

CONCRETE BARRIER QUANTITY WAS REDUCED PER PRICE AGREEMENT NO. 2.

B.I. No. 007 TEMPORARY CONCRETE BARRIERS REFLECTORIZED 400 LIN. FT. 1,050 LIN. FT. +163

DUE TO THE NARROW ROADWAY AND CURVED ALIGNMENT WE USED MORE OF THIS BARRIER THAN ORIGINALLY PLANNED. OUR REGION TRAFFIC PERSONNEL, DISTRICT MAINTENANCE SUPERVISOR AND THE FHWA INSPECTED AND RECOMMENDED MORE EXTENSIVE USE OF THE TEMPORARY BARRIER THAN SET UP IN THE PLANS. SEE PRICE AGREEMENT NO. 2.

B.I. No. 008 FLAGMEN 400 HOURS 1,282 HOURS +221

DUE TO THE NARROW ROADWAY, CURVED ALIGNMENT AND TRAFFIC VOLUME ON BOTH THE NEHALEM HIGHWAY AND HIGHWAY 26, ADDITIONAL FLAGGING WAS REQUIRED.

B.I. No. 010 EMBANKMENT IN PLACE 4,550 Cu. Yds. 8,964.44 Cu. Yds. +97

There were several stages in the development of this project. At one time this structure was included in the larger pavement overlay through the area. Due to some redesign of the structure, it was pulled out of that project and let separately. During these design changes, some of the quantities did not accurately reflect those in the final design and the embankment yardage was one of those items.

B.I. No. 011 TRENCH EXCAVATION 58 Cu. Yds. 48.66 Cu. Yds. -16

This item underran due to the deletion of B.I. No. 020.

B.I. No. 012 WATERING 70 M-Gals. 0 M-Gals. -100

No watering was required.

B.I. No. 013 CEMENT TREATED BASE 460 Tons 1,115.99 Tons +143

The excess tonnage of C.T.B. was used in lieu of C.T.B. (Treated in Place). B.I. No.'s 14 & 15 were deleted.

B.I. No. 014 CEMENT TREATED BASE 520 Sq. Yds. 0 Sq. Yds. -100

This item was deleted - see item No. 013.

B.I. No. 015 CEMENT FOR TREATED BASE 26 Ton 0 Ton -100

This item was deleted - See item No. 013.

B.I. No. 017 CLASS B ASPHALT CONCRETE 1,200 Tons 1,456.43 Tons +21

This overrun was caused by the severe rutting and distention of the existing roadway.

B.I. No. 020 24-INCH CULVERT PIPE 40 Lin. Ft. 0 Lin. Ft. -100

The existing culvert pipe was never found therefore the item was deleted.

1 Versteeg
Anderson
2 Adams
Cy ..senat
Stoudenmeyer
Terpin
Trout
Wakerlig
RECEIVED
SEP 27 1983
ROAD DESIGN SECTION
Do... Fi..
Revi...
Bridge ...
Action

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9-15

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DAVIES O'XING	WEEK ENDING: SEPTEMBER 17, 1983	
	SECTION PREFIX: 34-1071	
HIGHWAY: SUNSET	COUNTY: WASHINGTON	
NAME OF JOB: DAVIES O'XING	KIND OF WORK: GRADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION	
CONTRACTOR: TELLER CONSTRUCTION CO., INC.	CONTRACT NUMBER: 9455	FEDERAL AID PROJECT NUMBER: HES-F-27-2(7)
DATE OF CONTRACT: APRIL 1, 1982	DATE WORK STARTED: MAY 3, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 425	WORK DAYS USED: CALENDAR DAYS USED: 420
PROJECT AUTHORIZATION: $ 921,533.14	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 831,328.12	ENGINEERING AUTHORIZATION $ 90,205.02	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 830,617.93	ENGINEERING COST TO DATE $ 112,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN .1 %	PERCENT OF AUTHORIZATION 124 %	DATE PROJECT WAS COMPLETED: JUNE 7, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2363A						
PERCENT	100						

SEPTEMBER		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	FAIR	0		
MONDAY	12	FAIR	0		
TUESDAY	13	FAIR	0		
WEDNESDAY	14	CLOUDY	0		
THURSDAY	15	FAIR	0		
FRIDAY	16	FAIR	0		
SATURDAY	17		0		

RECEIVED
SEP 19 1983
CONSTRUCTION
SECTION

SEPTEMBER	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 11	NO ACTIVITY ALL WEEK.
MONDAY 12	
TUESDAY 13	
WEDNESDAY 14	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

STATUS TO DATE: THE PROJECT WAS COMPLETED ON JUNE 7, 1983. AN ADDITIONAL PROJECT AUTHORIZATION WAS APPROVED ON JULY 19, 1983. A P.A. TO SETTLE ALL CLAIMS BY THE CONTRACTOR WAS APPROVED LAST WEEK. THE THRID NOTIFICATION WAS MADE EFFECTIVE AUGUST 30, 1983. ALL PRECHECK DATA AND THE SEMI-FINAL ESTIMATE ARE IN SALEM. THE REST OF THE SEMI-FINAL DATA WAS SUBMITTED TO METRO-REGION ON FRIDAY OF THIS WEEK.

************* THIS WILL BE THE FINAL WEEKLY REPORT *********

FOR THIS PROJECT!

SIGNED LOCATION BEAVERTON

HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

CL 83-186

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9455

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

Morse Bros. Prestress, Inc.
PO Box 7
Lebanon, OR 97355

Attention: R. H. Bellinger
Administrative Vice-President

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated September 13, 1983, and addressed to the Secretary of State concerning the following Highway Division contract.

FILED BY:	Morse Bros. Prestress, Inc.
AMOUNT:	$3,342.50 plus late payment charges of $781.14
FOR:	Labor and material
AGAINST (Prime Contractor)	Teller Construction Company, Inc.
CONTRACT NO.:	9455
PROJECT:	Davies Overcrossing Section, Sunset Highway, Washington County
SURETY:	United Pacific Insurance Co.
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

9-20-83 kjm

We note that you have filed this claim directly with the surety, contractor and the Secretary of State.

Please advise this office when your claim has been paid.

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Teller Construction Company, Inc.
PO Box 11365
Portland, OR 97211

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please advise of your filing number and date of the attached claim on the enclosed copy of this letter. Filed directly by Morse Bros.

MORSE BROS.
PRESTRESS, INC.
A PCI Certified Plant

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

September 13, 1983

Mrs. Norma Paulus
Secretary of State
Salem, Oregon 97310

RE: Claim on Bond
General Contractor: Teller Construction Company, Inc.
OSHD Job No 9455--Davies Overcrossing Section of Sunset Highway

Dear Mrs. Paulus:

Enclosed is claim on bond which is being filed by MORSE BROS. PRESTRESS, INC. upon the bond filed by Teller Construction Company, Inc. as general contractor of the Oregon State Highway Division, Oregon Department of Transportation, Contract NO. 9455.

This claim is made at this time due to the fact that the contractor has not paid MORSE BROS. PRESTRESS, INC. for a retention amount.

Very truly yours,

MORSE BROS. PRESTRESS, INC.

R. H. Bellinger
Administrative Vice-President

RHB:jlm
Enclosures

cc: Robert Gormsen
United Pacific Insurance
Teller Construction Company, Inc.

RECEIVED
SEP 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Administrative Office • P. O. Box 7 • Lebanon, Oregon 97355 • Phone (503) 258-8141

MORSE BROS.
PRESTRESS, INC.
A PCI Certified Plant

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

September 13, 1983

Mrs. Norma Paulus, Secretary of State and
Teller Construction Company, Inc.:

Notice is hereby given that the undersigned MORSE BROS. PRESTRESS, INC. has a claim for girders produced and delivered with a balance in the sum of $3,342.50 plus late payment charges of $781.14 against the bond taken from Teller Construction Company, Inc. and United Pacific Insurance for the work on OSHD Contract No. 9455, Davies Overcrossing Section of the Sunset Highway.

MORSE BROS. PRESTRESS, INC.

By R H Bellinger
R. H. Bellinger
Administrative Vice-President

cc: Robert Gormsen
Manager, Commission Services

United Pacific Insurance
P.O. Box 1216
Tacoma, Wa 98401

Teller Construction Company, Inc.
P.O. Box 11365
Portland, Oregon 97211

RECEIVED
SEP 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Administrative Office • P. O. Box 7 • Lebanon, Oregon 97355 • Phone (503) 258-8141

CL 83-162

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG [illegible] 1983
NORMA PAULUS
SECRETARY OF STATE

August 22, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9455

Farwest Rebar Company
P.O. Box 889
Eugene, OR 97440

Attention: Charles W. Cooley
Treasurer

Gentlemen:

This will acknowledge your Notice of Claim dated August 8, 1983, concerning the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$2,253.48
FOR:	Furnishing & installing steel
AGAINST (Prime contractor)	Teller Construction Co., Inc.
CONTRACT NO.:	9455
PROJECT:	Davies O'Xing Section, Sunset Highway, Washington Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Rollins Burdick Hunter of Ore., Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Teller Construction Co., Inc.
P.O. Box 11365
Portland, OR 97211

United Pacific Insurance Co.
Attn: Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

8/26 kjn

731-0188

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(Oregon Public Works)

To: Oregon Department of Transportation
Attn: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST REBAR CO. has a claim for Furnishing and Installing Fabricated Reinforcing Steel as per plans and specifications, F.O.B. Jobsite by Farwest Rebar Co. in the sum of Two Thousand Two Hundred Fifty Three Dollars and Forty Eight Cents ($2,253.48) against the bond taken from Teller Construction, as principal and United Pacific Insurance Company, as surety or sureties, for the work of Oregon Department of Transportation, Contract No. 9455, Davies Overcrossing at Sunset Highway near Banks, Oregon.

Dated this 8th day of August, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

KC
Rec

W Cooley
Charles W. Cooley
Treasurer

CERTIFIED
P25 51108[illegible]9
MAIL

RECEIVED
AUG -9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: TELLER CONSTRUCTION
P. O. Box 11365
Portland, Oregon 97211

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO.,has a claim in the sum of Two Thousand Two Hundred Fifty Three Dollars and Forty Eight Cents ($2,253.48), due against the bond taken from Teller Construction, as principal, and United Pacific Insurance Company, as surety, for the work or labor and materials performed or furnished by me on Davies Overcrossing at Sunset Highway near Banks, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Fabricated Reinforcing Steel
Per Plans and Specifications
Furnished F.O.B. Jobsite and Installed.

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Oregon Department of Transportation Contract No. 9455
Davies Overcrossing at Sunset Highway
near Banks, Oregon

That said materials and/or labor were furnished to and received by Teller Construction with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 28th day of December, 1982, which labor was performed and/or materials were furnished as follows:

Placing Fabricated Reinforcing Steel

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 8th day of August, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

KC
REC

Charles W. Cooley
Treasurer

RECEIVED
AUG - 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9·1

5

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: July 6, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Davies Overcrossing Section
Sunset Highway, Washington County
Contract No. 9455

This federal-aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $78,000 or 9.2 percent.

Due to the narrow roadway and curved alignment, additional traffic control measures were deemed necessary. These included increased amounts of temporary barrier and flagging and use of larger signs, and added more than $27,000 to the project cost.

The structure on this contract was originally a part of a larger overlay project and was pulled from that job for redesign. In the process of reworking for a separate contract, insufficient earthwork quantities were provided in the plans to construct this job, resulting in an overrun of embankment material. Severe rutting of the existing pavement surface required extra asphalt concrete mixture for leveling. These two items added more than $36,000 to the cost of the project.

Two items of additional cost were required to complete the structure on this project. Expansion dams were required and were detailed in the plans but were omitted from the bid schedule. An increase in the deck thickness required additional concrete. This was required due to the depth of reinforcing steel in the existing structure and a change in slope of the deck. These two changes added more than $31,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $78,000 to a new total of $921,533.14. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller V. E. Skoog
R. W. Gormsen E. L. Hardt
C. T. Keasey George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 13, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Davies Overcrossing Section
Sunset Highway, Washington County
Contract No. 9455

This federal-aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $78,000 or 9.2 percent.

Due to the narrow roadway and curved alignment, additional traffic control measures were deemed necessary. These included increased amounts of temporary barrier and flagging and use of larger signs, and added more than $27,000.00 to the project cost.

The structure on this contract was originally a part of a larger overlay project and was pulled from that job for redesign. In the process of reworking for a separate contract, insufficient earthwork quantities were provided in the plans to construct this job, resulting in an overrun of embankment material. Severe rutting of the existing pavement surface required extra asphalt concrete mixture for leveling. These two items added more than $36,000.00 to the cost of the project.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $78,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
H. R. Harris
R. D. Church
D. E. Swan

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project DAVIES O'XING Date APRIL 19, 1983

Highway SUNSET Contract No. 9455

County WASHINGTON Kind of Work GRADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION Contractor TELLER CONSTRUCTION CO., INC

	Authorized	Estimated	
Contract Amount	721,901.00	776,088.54	
Anticipated Items	21,300.00	16,700.00	
Contingency (4½%)	33,444.05	38,539.58	
Engineering	66,888.09	90,205.02 ~~90,000.00~~	
Credits	-	-	
PROJECT COST	843,533.14	921,533.14 ~~921,328.12~~	
NET INCREASE $		78,000.00 ~~77,794.98~~	OR 9.2% ~~9.2225~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
ITEM 3	TEMPORARY SIGNS (C)	2,965.30	+ 1,453.20
ITEM 5	TEMPORARY CONT. RAIL TRAFFIC BARRIER REFL. (C)	0	- 1,200.00
ITEM 6	TEMPORARY GUARD RAIL TYPE 1A (C)	7,210.00	- 7,140.00
ITEM 7	TEMPORARY CONCRETE BARRIER REFLECTORIZED (C)	11,812.50	+ 7,312.50
ITEM 8	FLAGMAN (C)	26,600.00	+ 19,000.00
ITEM 10	EMBANKMENT (C)	60,061.75	+ 29,576.75
ITEM 17	CLASS B ASPHALT CONCRETE (C)	47,530.00	+ 6,790.00
S.F.O. 1	PERMANENT PAVEMENT STRIPING (A)	1,800.00	+ 1,500.00
S.F.O. 5	INSTALL & REMOVE TEMPORARY REGULATORY SIGNS (U)	960.00	+ 960.00
S.F.O. 6	ASPHALT CONCRETE PATCHING (U)	1,358.00	+ 1,358.00
P.A. 2A	TEMPORARY PAVEMENT MARKERS & REMOVAL (U)	880.00	+ 880.00
P.A. 2B	RELOCATE TEMPORARY CONCRETE BARRIERS (U)	1,350.00	+ 1,350.00
P.A. 4	FURNISH AND CONSTRUCT EXPANSION DAMS (U)	9,170.00	+ 9,170.00
E.W.O. 1	REMOVE PERMANNET AND TEMPORARY STRIPING (U)	2,000.00	+ 2,000.00
E.W.O. 3	RELOCATE POWER SUPPLY POLE (U)	291.88	+ 291.88

Principal reasons for overruns (Continue on reverse side): (SEE REVERSE SIDE)

S.F.O. 3	GROUT AND PATCH AROUND BEARINGS (A)	0	- 6,000.00
ADJUSTMENT 1	CONCRETE ADJUSTMENT INCREASED DECK THICKNESS	22,537.70	+ 22,537.70

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by HOWARD R. HARRIS ~~Resident Engineer~~ Project Manager

Noted by O. B. Jackmond For Construction ~~or Bridge~~ Engineer

Confirmed by Warren Croft Regional Engineer

Noted by ~~Deputy or~~ State Highway Engineer

SP*68727-734

Principal Reasons for Overruns

Item 3: Temporary sign size was increased.

Item 8: Flagman time was originally under estimated.

Item 10: Limits of project were extended.

Item 17: More leveling was required then anticipated.

S.F.O. 1: Striping was used during construction stages as buttons were not staying in place.

P.A. 4: Contract did not require expansion dams to be installed.

E.W.O. 1: Striping required to be removed between stages.

Adjustment 1: Due to depth of reinforcing steel in existing structure and change in slope, deck thickness was increased from 7-3/4 inches to 10-1/2 inches on south side and tapered from 10 inches to 7-3/4 inches on north side.

June 30, 1983

C. G. Gredvig, Inc.
4935 N.W. Kahneeta Court
Portland, OR 97229

CON 5
#9455

Gentlemen:

Thank you for your letter of June 23, 1983, stating that your claim of $3,608.16 has been paid.

This was in connection with a claim filed against Teller Construction Company on Contract No. 9455 for work on the Davies O'Xing Section of the Sunset Highway in Washington County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FRN:ks

cc: Teller Construction Company, Inc.
P.O. Box 11365
Portland, OR 97211

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

6/30/83 KS

C. G. GREDVIG, Inc.
HEAVY CONSTRUCTION • CATS • LOADERS
4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. Box 16 • 436-2563

June 23, 1983

Dep. of Transportation
Salem, Oregon

ATT: Robert W. Gormsen

Dear Sir:

Subject: Davies)O'Xing -Sunset Highway Contract #9455

Claim against Teller Const. Co.

This claim of $3608.16 has been paid to us now.

Yours truly,

C. G. Gredvig
C. G. Gredvig

CGG-bg

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-113

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]

June 21, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9455

C. G. Gredvig, Inc.
4935 NW Kahneeta Court
Portland, OR 97229

Gentlemen:

This will acknowledge your letter dated June 15, 1983, filing a claim against the following Highway Division contract:

FILED BY:	C. G. Gredvig, Inc.
AMOUNT:	$3,608.16
FOR:	Hauling fill material & riprap
AGAINST (Prime contractor)	Teller Construction Co., Inc.
SUBCONTRACTOR:	C. G. Gredvig, Inc.
CONTRACT NO.:	9455
PROJECT:	Davies O'Xing Section, Sunset Highway, Washington Co.
SURETY:	United Pacific Insurance Co.
AGENT:	Rollins Burdick Hunter of Ore., Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

Ks 6,29,83

cc: Teller Construction Co., Inc.
P.O. Box 11365
Portland, OR 97211

United Pacific Ins. Co.
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

C. G. GREDVIG, Inc.

HEAVY CONSTRUCTION • CATS • LOADERS

4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. ~~Box 16 • 436-2563~~

June 15, 1983

Department of Transportation
Robert W. Gormsen
Commission Services
Room 121, Transportation Building
Salem, Oregon 97310

Dear Sir:

Subject: Filing claim for paymentagainst a contractor's Bond

Highway contract # 9455 Contractor -Teller Const. Co.
Davies Overcrossing Sunset Highway
Work performed: Hauling fill material and riprap

Amount due: $3608.16

Subcontractor: C. G. Gredvig Inc.
4935 N. W. Kahneeta Ct.
Portland, Oregon 97229

Yours truly,

C. G. Gredvig, Pres.
C. G. Gredvig Inc.

CGG-br

RECEIVED
JUN 16
[illegible]

7

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HES-F-27-2(7)
Davies O'Xing
Sunset Highway
State Contract No. 9455/SFO #6

Date: June 7, 1983

Reply to Attn. of: HFO.1-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S.COULTER

State Force Order No. 6, dated 3/11/83 covered patching of chuck holes during construction.

This type of maintenance work is not eligible for Federal participation as requested in Mr. Keasey's March 28, memorandum.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
JUN 14 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9455

CL-82-19.5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 2, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9455

FILED
NOV 3 1982
NORMA PAULUS
SECRETARY OF STATE

Morse Bros. Prestress, Inc.
P. O. Box 7
Lebanon, OR 97355

Attention: R. H. Bellinger
Administrative Vice-President

Gentlemen:

This will acknowledge your letter and Notice of Claim dated October 19, 1982, and addressed to the Secretary of State concerning the following Highway Division contract:

FILED BY:	Morse Bros. Prestress, Inc.
AMOUNT:	$2,555 plus interest
FOR:	Piling produced and delivered
AGAINST (Prime contractor):	Teller Construction Company, Inc.
SUBCONTRACTOR:	Brusco Corporation
CONTRACT NO.:	9455
PROJECT:	Work on Davies Overcrossing on the Sunset Highway in Washington County
SURETY:	United Pacific Insurance Co.
AGENT:	Rollings Burdick Hunter of Oregon, Inc.

ED
JS 11/5/

We note that you have filed this claim with the surety, contractor and Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Teller Construction Company, Inc.
P. O. Box 11365
Portland, OR 97211

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please advise of your filing date and number on the attached copy of this letter. Claim filed directly with you by Morse Bros.

**MORSE BROS.
PRESTRESS, INC.**
A PCI Certified Plant

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

October 19, 1982

CERTIFIED
P230257704
MAIL

Mrs. Norma Paulus
Secretary of State
Salem, Oregon 97310

RE: Claim on Bond
General Contractor: Teller Construction Company, Inc.
Subcontractor: Brusco Corporation
OSHD Job No 9455--Davies Overcrossing Section of Sunset Highway

Dear Mrs. Paulus:

Enclosed is claim on bond which is being filed by MORSE BROS. PRESTRESS, INC. upon the bond filed by Teller Construction Company, Inc. as general contractor of the Oregon State Highway Division, Oregon Department of Transporation, Contract No. 9455.

This claim is made at this time due to the fact that the general contract has been paid by the State for materials our company has supplied to the subcontractor, Brusco Corporation, but MORSE BROS. PRESTRESS, INC. has not in turn been paid in full for these materials supplied.

Very truly yours,

MORSE BROS. PRESTRESS, INC.

R. H. Bellinger
Administrative Vice-President

RHB:jlm
Enclosure

cc: Robert Gormsen
Brusco Corporation
United Pacific Insurance
Teller Construction Company, Inc.

Administrative Office • P. O. Box 7 • Lebanon, Oregon 97355 • Phone (503) 258-8141

MORSE BROS.
PRESTRESS, INC.
A PCI Certified Plant

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

October 19, 1982

"Mrs. Norma Paulus, Secretary of State and
Teller Construction Company, Inc.:

Notice is hereby given that the undersigned MORSE BROS. PRESTRESS, INC. has a claim for piling produced and delivered with a balance in the sum of $2,555.00 plus late payment charges of $76.66 against the bond taken from Teller Construction Company, Inc. and United Pacific Insurance for the work on OSHD Contract No. 9455, Davies Overcrossing Section of the Sunset Highway. Late payment charges will continue to accrue at the rate of 1½% per month on the unpaid balance until paid in full.

MORSE BROS. PRESTRESS, INC.

By ______________________"

cc: Robert Gormsen
Manager, Commission Services

Brusco Corporation
P.O. Box 1060
Longview, Washington 98632

United Pacific Insurance
P.O. Box 1216
Tacoma ,Wa 98401

Teller Construction Company, Inc.
P.O. Box 11365
Portland, Oregon 97211

Administrative Office • P. O. Box 7 • Lebanon, Oregon 97355 • Phone (503) 258-8141

L

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: October 13, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Speed Zoning During Construction
Davies Overcrossing
Sunset Highway No. 47
Contract No. 9455

RECEIVED
STATE HWY ENGR
OCT 14 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In a letter dated September 21, 1982, Marion Craft, Metro Region Construction Engineer, requested establishment of a special 40 MPH construction speed zone at the bridge remodeling sight at Davies Overcrossing on the Sunset Highway.

This 40 MPH speed zone would extend for approximately one-fourth mile on each side of the structure and would be in effect for the duration of the bridge remodeling work.

Mr. Craft stated that he has received complaints about traffic conditions at the overcrossing and that the common complaint from State inspectors and contractor personnel is that no one pays attention to the 40 MPH orange and black construction speed signs. He has also received notice of concern from the City of Beaverton Transportation Director.

The State Police have indicated that they will cooperate in enforcement of an established 40 MPH speed zone.

In consideration of Mr. Craft's request and for the concerns mentioned therein, we recommend that the following speed zone be established at Davies Overcrossing on the Sunset Highway:

> 40 MPH from M.P. 49.17 (Engineering Station 2136+00) to
> M.P. 49.78 (Engineering Station 2168+00).

If you concur with the proposed speed zoning, please approve and forward a copy of this letter to Mr. R. W. Gormsen for his records. Also, please return an approved copy to this office.

orig Gormsen 10-19
cy George
files

LE George

L. E. George
Traffic Engineer

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 10/19/82

HH:ds
Attachments

cc: R. W. Gormsen

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: September 21, 1982

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: DAVIES O'XING
Contract No. 9455

We have recently had a few complaints about the traffic conditions at this overcrossing. The construction is in Stage 1 and the roadway clearance is 22 feet, contrary to what may be shown on the plans.

I've reviewed the signing and the contractor's traffic control with Hank Rodriguez and Ron Failmezger, and do not believe additional signing would do anything towards the dafety of the project. The common complaint from the State Inspectors on the job, and the contractor personnel, is that no one pays any attention to the posted construction speed of 40MPH.

I have previously recommended that a legal speed of 40MPH be established for one-half mile each side of the structure. Ron has suggested that we are really only interested in reducing the speed in the immediate area of the structure, and recommends we establish the speed zone one-quarter of a mile each side of the work site, and possibly have some advance signing to warn motorists of the reduced speed limit.

Attached is a copy of my Project Inspection Report, giving some additional background on the situation.

Please consider this a request to do what you can to establish this speed zone as outlined, or as you see fit.

MC/gw
Attachment

cc Hank Rodriguez

NOTED
L. E. GEORGE

RECEIVED
SEP 22 1982
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

81-125-1387

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☒
Final ☐

Project Name Davies Overcrossing				Contract No. 9455
Highway Sunset			County Washington	Prefix No. 34-1071
Contract Time Elapsed 36%	Contract Work Completed 54 %	Contract Work Quality Good	Contract Work Progress Good	F.A. Project No. HES-F-27-2(27)
Inspection date September 15, 1982		By Marion Craft		
In company with Hank Rodriguez				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This project provides for widening the existing structure on both sides, membrane waterproofing the structure, miscellaneous widening, subgrade correction, and drainage. All the piling has been driven, and most of the columns and crossbeams, except those adjacent the railroad. The contractor is forming the deck on the southside and plans to pour part of this deck on Friday, September 17. The contractor is beginning to be hampered by the slow action of the Railroad in approving falsework drawings for the bents next to the railroad.

Hank and I looked closely at the signing, traffic handling, traffic flow, etc. The signing is very good, conforms to the plans and specs, and is highly visible from each direction. The old structure had a 26 foot roadway, and due to the use of concrete barrier on Stage 1, there is 22 feet of clearance during this stage. We drove through the site both ways several times, and at 40-45MPH (40 construction speed), there should be no trouble, even in meeting a loaded logging truck. The inspector on the job, Ken Ledou, and several contractor's personnel stated that very few people obey the 40MPH construction speed, and that the State Police are reluctant to give citations based on the construction signing.

We have been put on a sort of "semi-official notice" (via the City of Beaverton-Transportation Director-Highway Engineer-Metro- and to me), that we have created a dangerous traffic condition at this site by narrowing, during construction, an already narrow structure. I think that traffic obeying the posted construction speed will be safe, and will request

OVER

(USE ADDITIONAL SHEETS AS REQUIRED)

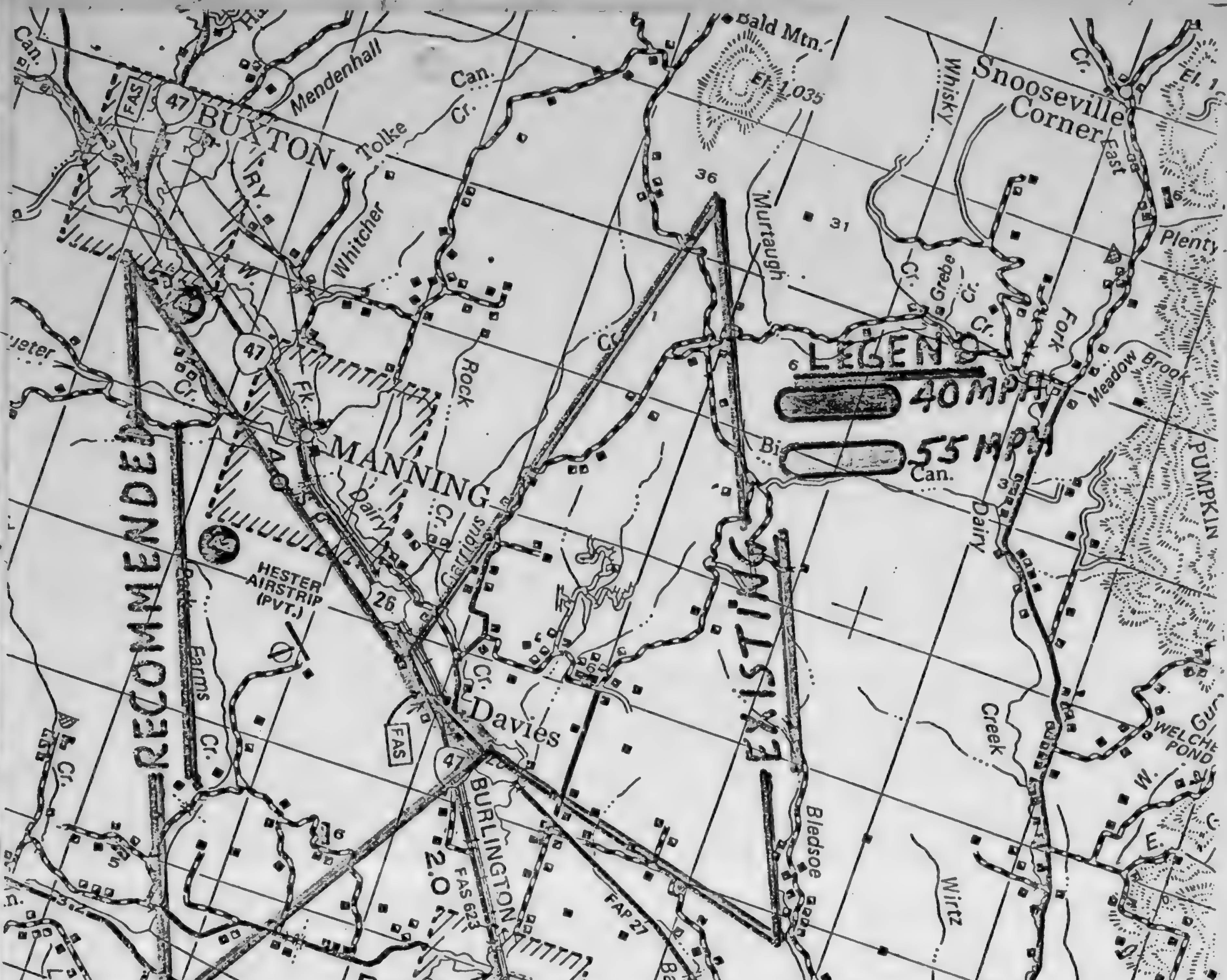
FINAL INSPECTION CHECKLIST

______ Date opened to traffic or in operation
______ Date of Second Notification
______ Date Contractor's notice for semi-final inspection received
______ Date Contractor removed equipment, plant, etc.
______ Estimated submittal date of semi-final estimate
______ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

Signed Marion Craft
Title Region Construction Engineer

our Traffic Section to establish a legal 40MPH speed zone for ~~at least 1/2 mile~~ 1/4 mile on each side of the site. The State Police have said they will pay particular attention to this site if we will establish this speed zone. The signing appears adequate and visible enough to adequately warn motorists of the traffic conditions.


LEGEND
40 MPH
55 MPH
RECOMMENDED
EXISTING
Bald Mtn.
El. 1,035
Snooseville Corner
Mendenhall
BUXTON
Tolke
Can.
Cr.
RY.
Whitcher
Murtaugh
Whisky
Grebe
East
Fork
Plenty
Meadow Brook
PUMPKIN
Rock
MANNING
Dairy
Garrigus
HESTER AIRSTRIP (PVT.)
Farms
Davies
FAS
47
26
BURLINGTON
FAS 623
FAP 27
Bledsoe
Wirtz
Creek
WELCHES POND
Lousignont
BANKS
Pop. 430
6.9
2.0
3.9
Bausch
West
Wilkesboro
FAP 35
Tillamook Jct.
Mountaindale
Kansas City
2.5
ST. FRANCIS CEM.
3.8
Greenville
ROY
CO.
Christie
Bledsoe
Fork
&
NORTH PL
Pop. 715
Vadis
Dairy
Canal
6.4
SUNSET GROVE GOLF COURSE
EAGLE AIRSTRIP
HOLZME
tcher

9455

9-30-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-27-2(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10023

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Davies O'Xing Section

11. GENERAL DESCRIPTION OF WORK
Grout and patch around existing bearings at bents 3,6 and 9.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
OCT 4 '82
REFER TO Mr. [illegible]
FOR
Info Inves R/D D/R Sign Act File

13. REMARKS

Contingent upon modification of project agreement if additonal funds are required, I approve the advance authorization date of 8/13/82 as requested in Mr. Keasey's letter of 9/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $6,000 Federal Funds $5,291.

It should be noted that above authorization cancels Extra Work Order No 2 previously approved.

14. DATE 9/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

945 2.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA

Attn: Marion Craft

TO: E. L. Hardt
Metropolitan Region Engineer

DATE: June 15, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Davies Overcrossing
Contract #9455
Sunset Highway
WS26/ORE47-Hwy. No. 47 - M.P. 49.50
Washington County

This is in response to your letter of June 4, 1982, suggesting a regulatory posted speed of 40 MPH during stage 1 and 2 of the widening of the subject structure.

A review of the plans with the Design Section reveals that there will be 23 feet clear width for two lanes of traffic, with no interference from the work activity. Adequate advance warning signing and barricading and construction speed signing is felt to be sufficient to change the driving habit during these two stages.

If during stage 1 you find a problem exists, we will certainly cooperate to reconsider our position.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. GEORGE - TRAFFIC ENGINEER

GLC:np

cc: W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR
Info

4455

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-F-27-2(7)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/3/82	Primary 27	Primary 47

10. GENERAL LOCATION:
Davies O'Xing Section

11. GENERAL DESCRIPTION OF WORK
Grade, darain, pave, structure, signing and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$300
Temporary Erosion Control	$100
Roadside Seeding & Mulching S.F.	$500
Railroad Protective Services	$13,600
On the job training	$800
Grout and Patch Bearings S.F.	$6,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $856,907 Federal Funds $762, 480.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/3/82		for Division Administrator

ORM PR-1240
(ev. 12-79)

PREVIOUS EDITIONS MAY BE USED

94

47

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer

DATE: December 29, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: SIGN PLANS
DAVIES OVERCROSSING SECTION
SUNSET HWY.
WASHINGTON

RECEIVED
DEC 30 1981
ROAD DESIGN SECTION

___ Versteeg
___ Anderson
✓ Adams
___ Olson
___ Sullivan
___ Terpin
___ Trout
___ Wakerlig

Beard WGB
Do Not File ☐
Return To ___
Bring ___/___/___
Action ___

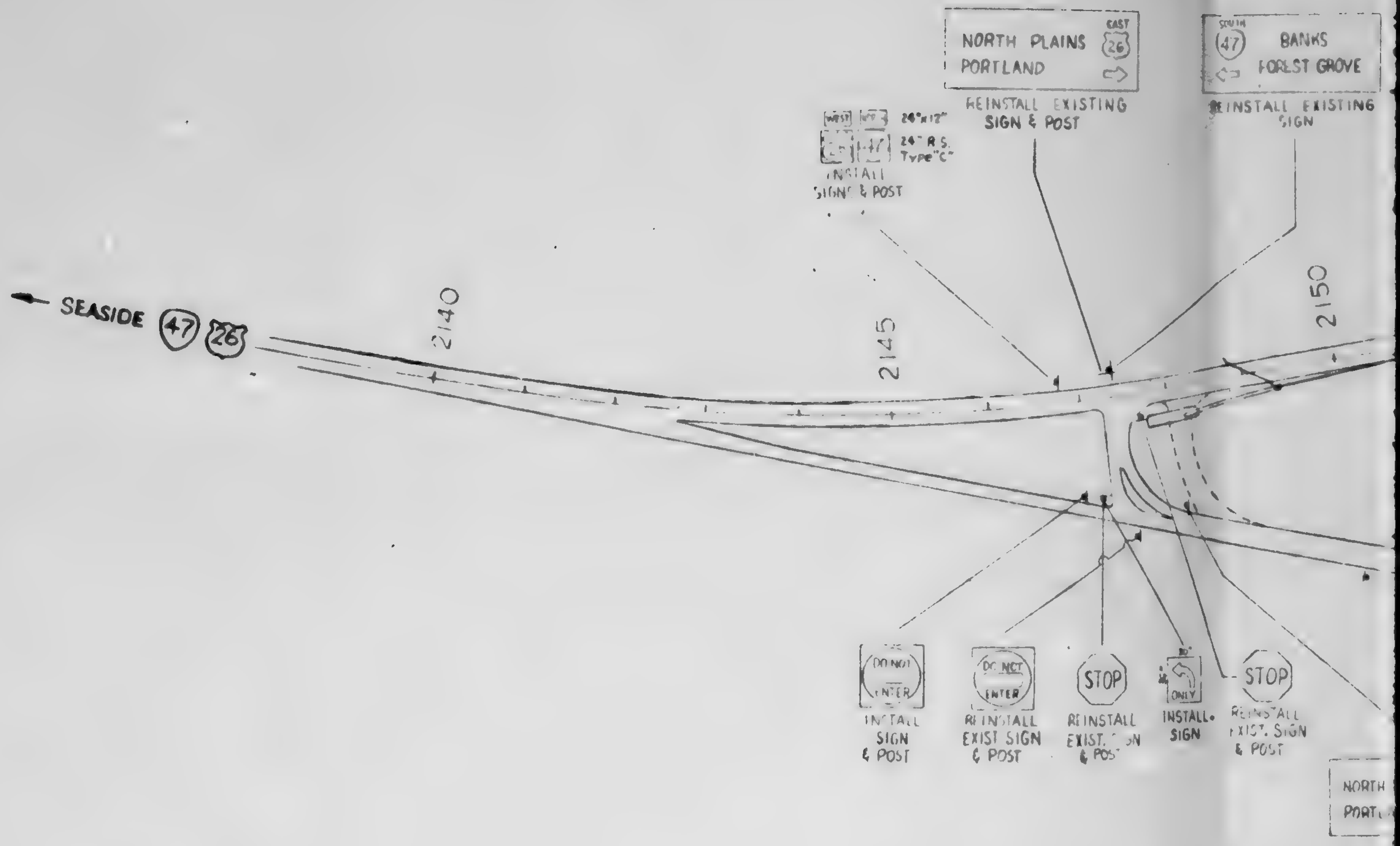
Attached are two copies of the approved sign study plans for the above-noted project.

1 plan kept by Beard.

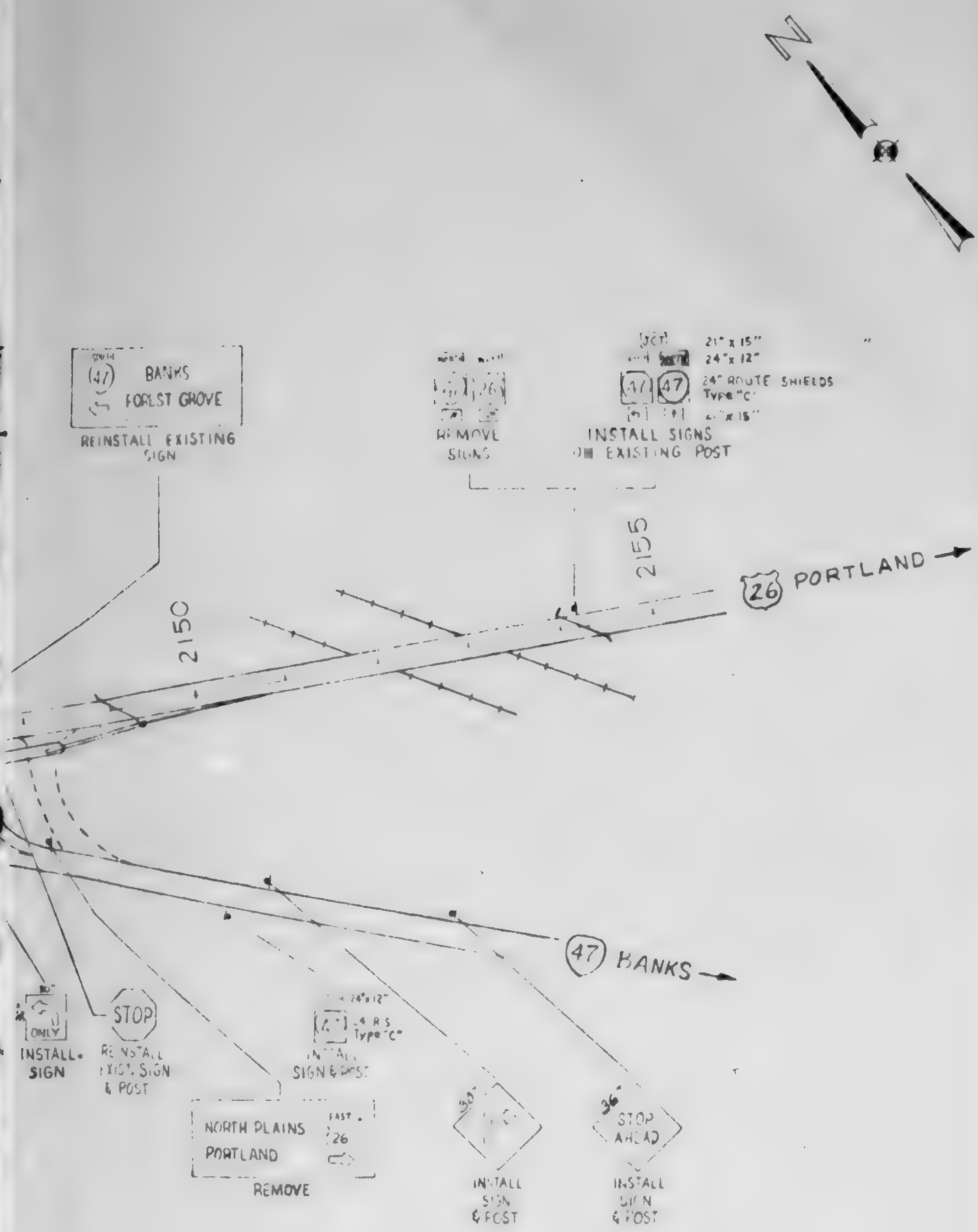
L. E. George

L. E. GEORGE, P.E. - TRAFFIC ENGINEER
ELS:sh
Attachments

cc w/ attach: R. N. Bothman
E. L. Hardt
W. W. Geibel



NOTE: All signs not shown to remain inplace.



wn to remain inplace.

SIGNING PROJECT

Action	Date	Signature	Title
Submitted	2-9-81		Traffic Control Eng'r
Approved	2-18-81		Sign Engineer
"	[illegible]		Traffic Engineer
"			Asst. Hwy. Eng'r.
Accepted	2/29/81		FHWA

9455

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 1, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. HES-27-2(7)
Davies Overcrossing Section
Washington County

I request your approval of a program change on the subject project as represented by the enclosed Request for Approval of Individual Project Program Change (PR-9) form.

Justification for the estimated increase in preliminary engineering costs was submitted under our letter of November 4, 1981.

CL:bkc
Enc.

cc: R. Bladorn
General Files

Form 734-3122

9455

10-20-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/20/81

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Davies Overcrossing Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 10/13/81 you are authorized to proceed with the acquisition of files 52106 and 42107 as shown on R/W map 5B-9-5 at a TEC of $10,000 Federal Funds $8,818.

Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 23'81
REFER TO [illegible]
FOR
Info Inves R/D D/A Sign Act File

14. DATE 10/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9455

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 13, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10023
Project No. F-27-2(11)
Davies Overcrossing Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 5B-9-5 for the subject project.

I request the following:

> Authorization to proceed with the actual acquisition of the right of way all phases at an estimated total cost of $10,000 with an obligation of $8,818 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map.

No relocation assistance is involved on this project.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

FLS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT-HWY Div

PROJECT TITLE: Davies Overcrossing Section

DATE: 10-6-81

The State has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified xxxx xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

☒ X Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 8 10910-017-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
SEP 14 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 810910-017-2 Return Date: OCT 02 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.K.

Phone Number 8-3059

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 12 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

HIGHWAY DIVISION - LOCATION UNIT

F I L E S September 23, 1981

George C. Wills
Location Field Engineer

Davies Overcrossing
Sunset Highway
Washington County
Prefix 34-1919

Subject project was initiated in October 1980 as an HES project with total cost of construction, engineering and right-of-way of $180,000. The prospectus indicated a cost of $215,000. Preliminary design work was completed about May 1981 and a maximum program was suggested by L. E. George for HES funds of $460,000 which is the maximum amount justified by the accident incidence at this location. Primary funding, including State match, was obligated previously in February 1981 for $282,000 which implies $742,000 is proposed for the project. The current estimate for construction engineering and right-of-way is in excess of $1,000,000.

I have not found a written authorization to increase the scope of the project from that defined in the prospectus dated October 31, 1981.

The Design Section indicated "that FHWA did not like the original design and they have modified the project to overcome their objections."

Additional work done in the field has apparently been done in response to requests by the Design Section.

Additional work in Bridge appears to have been done by similar stimulus.

GCW:ge

cc D. H. Moehring
E. S. Hunter

1 ✓
2 X
3

RECEIVED
ROAD DESIGN SECTION

RECEIVED
TECHNICAL SERVICES
SEP 28 '81
REFER TO Versteeg
FOR
Info ✓ | Invest | R/D | R/R | Sign | Act | File

PROJECT MANAGEMENT BRANCH
AHE ☐ STE ☐
RE ☐ LE ☐ PRE ☐
REFERRED TO
FILE: PM FA LG.

NOTED
F. E. TERPIN

Davies O'Xing Sec 10/1/81

Scheduled for Bids March 25, 1982

Status

Road Plans - 100% Complete

Bridge Plans - 100% Complete

Spec's - Complete for old design -
Nothing done on New Design -

R/W - 2 Files

On 7/7/81 R/W requested approval ~~to Purchase~~ from Project Management to Purchase - Approval not received.

If approval received soon R/W could be purchased in time to meet March 1982 letting schedule.

Funding to be $460,000 HES &
the remainder Primary F.A.

Project is in new 6-Year Program
that will be subject to public
hearings this month.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Davies O-Xing
County Washington
Prefix
Highway Sunset
Date 10,1'81
Length 1400' Miles
Designer Roberts
Signed
Title

Grading & Drainage		$ 127,250-
Surfacing		$
Extra Work		
Perm. Signs	$ 500-	
Striping	$ 500-	
Seed & Mulch	$ 1,000-	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 2000-
TOTAL		$ 129,250
+ 20% Engineering and Contingencies		$ 25,850-
Structures		
	$ 747,000	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 902,100-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date ~~8,7'81~~ 10,1'81

ection Davies O-Xing
County Washington

ind Of Work G.P. & Str.
Length
Name

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization 8%		All			9,171-
Temporary Prot. Dir. Traffic 3%		All			3439-
Temporary Signs		Sq.ft.			900-
Temporary Barricades		Each			900-
Temp. Cont. Rail Traffic Barrier		Lin.ft.			1,500-
Temp. Guard Rail Type 1A		Lin.ft.			5,200-
Flagmen		Hr.			9,600-
Removal Structures, Obstructions		All			1,500-
Embankment In Place		Cu.Yd.	4550	5-	22,750-
Cement Treated Base Mixture		Ton	420	15-	6,300-
Portland Cement In C.T.B.Mix		Ton	22	88-	1,936
Cement Treated Base		Sq.Yd.	550	4-	2,200-
Cement For Treated Base		Ton	23	88-	2,024-
Aggregate Shoulders		Ton	400	10-	4,000-
Class 'B' Asphalt Conc.		Ton	1,180	25-	29,500
~~Membrane Waterproofing~~		~~Sq.Yd.~~	2,300		—
Guard Rail Type 2A		Lin.ft.	1025	13-	13,325
Guard Rail Type 3		Lin.ft.	100	30-	3,000
Guard Rail Anchors Type 1		Each	4	300-	1,200
Rail End Pieces, Type C		Each	4	110-	440-
Rail End Pieces Terminal Conn.		Each	4	400-	1,600-
Inlet Type G-2 Recessed		Each	2	600-	1,200

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date ~~8-7-81~~ 10,1'81

ection Davies O-Xing
County Wash

ind Of Work G P. & Str.
Length
Name

Item	Code	Unit	Quant.	Unit Cost	Total
Extra For Inlet Recess		Each	2	300-	600-
Drainage Curb		Lin. ft.	305	3-	915-
8" Storm Sewer		Lin ft.	148	15-	2,220
24" Culvert Pipe		Lin ft.	40	25-	1,000-
Drainage Sump		Each	2	100-	200-
Extra For Road Conn.		Each	1	150-	150-
Tr. Exc.		Cu. Yd.	48	10-	480-
					114,640
				←	9171
114,640 × 8%	9171				3439
3%	3439				
				Total	127,250

94152

4

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project HES-27-2(7)
Davies Overcrossing Section
Sunset Hwy., Washington County

Date: September 23, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

I concur in your classification of this project as Class II, Categorical Exclusion.

[illegible] Signed By
[illegible]

Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

RECEIVED
TECHNICAL SERVICES

SEP 25 '81

REFER TO

FO

Info	Inves	R/D	[illegible]	Sign	Act	File

9455

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

September 8, 1981

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

J L Gaither

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Davies Overcrossing Section
Highway: Sunset Highway US-26
County: Washington

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 15, 1981.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 1 Engr.: E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

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STATE HWY ENGR
SEP 10 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Davies Overcrossing Section		
11	12] PROJECT LOCATION—CITY Sunset Highway US-26	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project consists of widening the existing structure to match the [71

07 12] existing roadway width. New railing will be installed as part of the [71

08 12] contract. [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	855,100	-----	114,900	-----	-----	970,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 · No ☐ 30 · Date: Sept. 8, 1981

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 · No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 · No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 · No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Oct. · 43] DAY [44 15 · 45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 8, 1981

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

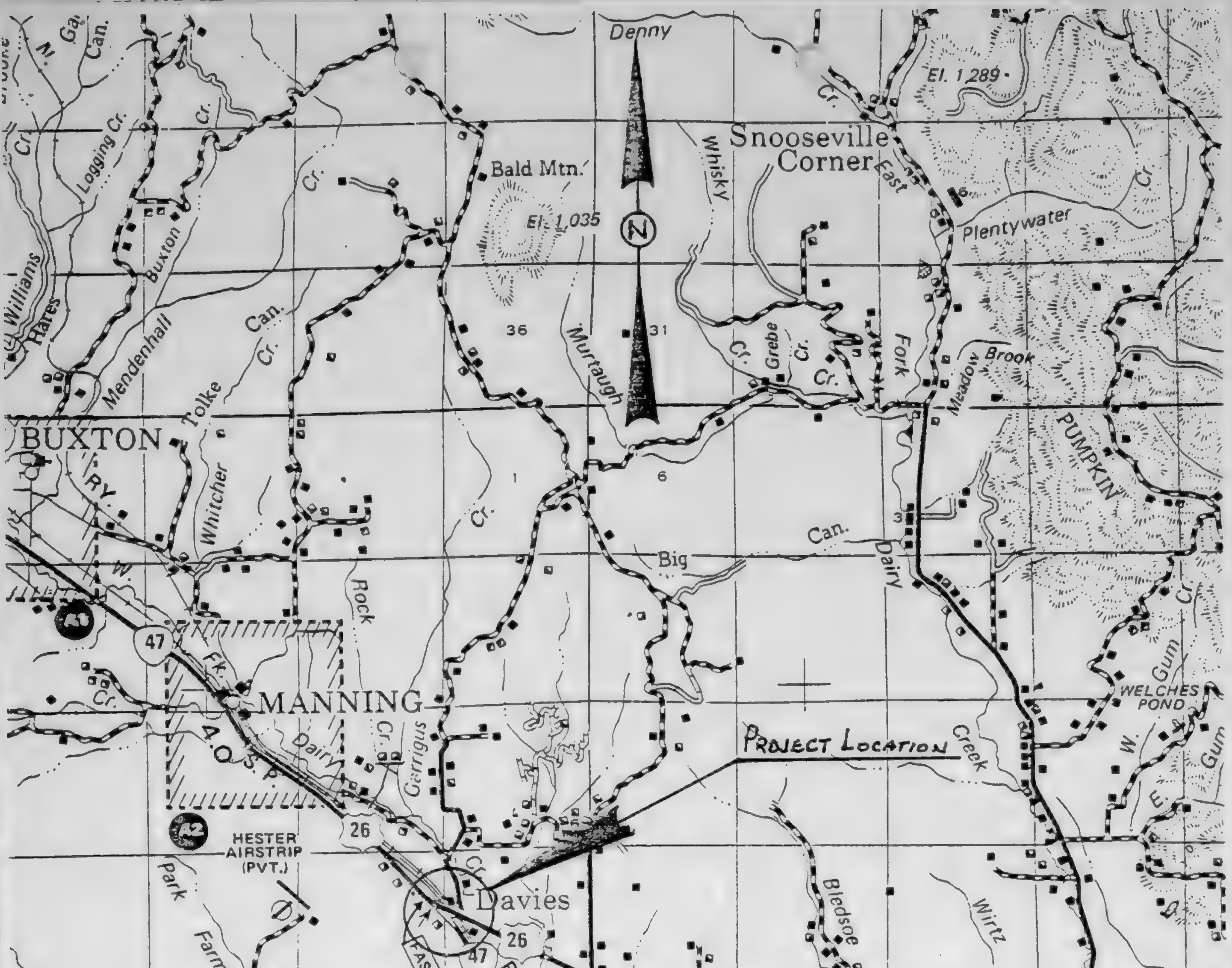
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.


Denny
N. Ga
Can.
Cr.
Logging Cr.
Cr.
Buxton
Williams
Hares
Mendenhall
Bald Mtn.
El. 1,035
N
Snooseville Corner
Whisky
East
El. 1,289
Plentywater
Cr.
36
Murtaugh
31
Grebe
Cr.
Cr.
Fork
Meadow Brook
PUMPKIN
BUXTON
RY.
Tolke
Can.
Cr.
Whitcher
W.
1
Cr.
6
Big
Can.
Dairy
Rock
47
Fk.
MANNING
Cr.
A.O.S.P.
Dairy
Cr.
Garrigus
PROJECT LOCATION
Creek
WELCHES POND
Gum
Cr.
W.
E.
Gum
A1
A2
HESTER AIRSTRIP (PVT.)
26
Davies
FAS
26
47
Park
Farms
Cr.
Bledsoe
Wirtz
Br.
BURLINGTON
2.0
FAS 623
FAP 27
Bausch
3.9
Cr.
Tillamook Jct.
Creek
Mou
d
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5
BANKS
Pop. 430
36
31
Wilkesboro
FAP 35
6
FAS
3.8
Cr.
Dairy
3
3.2
Can.
6.9
6.0
West
2.5
ST. FRANCIS CEM.
Cr.
&
Lousignont
A3
4
Kansas City
CO.
Christie
Bledsoe
Fork
Vadis
1
6
ROY
A5
33
Greenville
Fork
Lousignont
Cr.

9455

Southern Pacific Transportation Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

LAW DEPARTMENT
226-6151

September 3, 1981

The Honorable John J. Lobdell
Oregon Public Utilities Commissioner
Labor and Industries Building
Salem, Oregon 97310

Re: SXF 1250: Sunset Highway at Davies Crossing, near Banks, Oregon

Dear Commissioner:

Amendatory to my letter of no objection dated August 27, 1981, conditions of no objections are as detailed in Railroad's letter to Mr. Trygstad, dated July 13, 1978, namely:

(1) Submission of railroad protective insurance,

(2) Submission of falsework plans,

(3) Provision of inspectors during construction work.

Please note that a right of entry permit will not be required inasmuch as the Oregon Department of Transportation will be the primary contractor.

Very truly yours,

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE

By
John Wiley Gould
Of Attorneys for SPTC

Enclosure: Five of this letter

cc: ✓Oregon Department of Transportation
Washington County

SEP 8 '81
REFER TO

RECEIVED
DOT DIRECTOR
SEP 4 '81
REFER TO
FOR
Info
Inves
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Sign
Act
File

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 1, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1250
Crossing No. FD-776.9-A

Attached is a copy of Order No. 81-614 issued by the Public Utility Commissioner on August 25, 1981 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
W. Geibel
Ed Hardt
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTED
H.S.COULTER

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STATE HWY ENGR
SEP 2 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 81-614

ENTERED August 25, 1981

PUC CROSSING NO. FD-776.9-A
DOT CROSSING NO. 749 480 L

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1250

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of the Sunset Highway (U.S. 26) and Southern Pacific Transportation Company, Tillamook Branch, at Davies, Washington County, Oregon.)

ORDER

On June 3, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of the Sunset Highway (U.S. 26), a highway under its jurisdiction, and the main track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, at Davies (near Banks), Washington County, Oregon.

Copies of the application were duly served upon Southern Pacific Transportation Company, Washington County, and applicant. No objection by any party has been made to the granting of the application.

The existing overcrossing was authorized by Commissioner's Order No. 7297 (Docket F-1935), entered March 29, 1940. As constructed, the present overcrossing has a roadway surface 26 feet in width, consisting of two 10-foot travel lanes and two 3-foot shoulders. The highway on its approaches to the overcrossing has a width of 40 feet. The overcrossing lies in a northwest-southeast orientation. Average daily traffic on the structure is approximately 4,800 vehicles and is expected to increase to 6,400 vehicles by 1990. Numerous traffic accidents are reportedly occurring at the overcrossing due to the narrowing of the roadway at the structure.

RECEIVED
[illegible] UNIT

Applicant proposes to widen the overcrossing from its existing width of 26 feet to 40 feet, consisting of two 12-foot travel lanes and two 8-foot shoulders to match the existing roadway width on the approaches to the overcrossing structure.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to alter the overcrossing as requested herein is hereby granted.
2. Applicant shall:
    a. Reconstruct the existing overcrossing structure to accommodate a roadway 40 feet in width, and bear all the cost thereof;
    b. Coordinate all temporary impairments of standard railroad clearances with Southern Pacific Transportation Company at least 48 hours in advance of creating any such impairments;
    c. Maintain the overcrossing structure, the beam-bearing assemblies, and all highway appurtenances thereto, and bear all the cost thereof;
    d. Bear all the cost of damage to the structure caused by motor vehicles; and
    e. Notify the Commissioner upon completion of the project.
3. Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage, and all railroad facilties beneath the overcrossing structure, and bear all the cost thereof.

After completion, the overcrossing structure shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being altered, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 8/25/81.

JOHN J. LOBDELL
Public Utility Commissioner

ml/1043E

9455 No. 47 N

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

June 10, 1981

J. H. Versteeg
Road Design Engineer

Files 52106 & 52107
Davies O'Xing
Sunset Highway
Washington County

Attached are descriptions, an authorization and prints for two files for the subject project, scheduled for October 22, 1981.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

RECEIVED
JUN 11 1981
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
T
[illegible]

Do Not File
Return To
Bring
Action

9445

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

June 2, 1981

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SPTC @ Sunset Highway
Crossing No. FD-776.90-A

Dear Dave:

Enclosed is an original and eight copies of the Application of the Oregon Department of Transportation, Highway Division relating to the proposed project for the widening of the Sunset Highway structure which crosses over the Tillamook branch of the Southern Pacific Transportation Company.

Cordially,

R D Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Enc.

cc: ~~H. S. Coulter - w/attach.~~
Walter J. Hart - w/attach.
Ed Hardt - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
Jack Sollis - w/attach.

RECEIVED
STATE HWY ENGR
JUN 3 '81
REFER TO
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Att	File

81-731-0027 (9-77)

Docket No. SXF ____________

PUC Crossing No. FD-776.90-A

DOT-AAR Crossing No. 749480L

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of State of Oregon, by and through its Department of
(name of applicant)

Transportation-Highway Division

for the authority, pursuant to ORS 763. 030 , to
(020/030/040)

alter , a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Sunset Highway 47
(name of street or highway)

and Southern Pacific Transportation Co., Tillamook Branch,
(name of railroad company)

____
(name of railroad main or branch line or other trackage)

near Sherman , Washington County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

☒ Federal-Aid Highway System funds.*
Surface Transportation Act of 1978

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

B[illegible]E THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NC AT BOTTOM OF PRECEDING PAGE BEFORE COMPL IG THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Salem, Oregon

Name of Applicant's Contact Person and Telephone No. L. L. Wallace, 378-6551

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 776.90

b. City --

c. Nearest railroad station Sherman

d. County Washington

e. The proposed project is to be in the SE/SW 1/4 of the NE/NW 1/4 of Section 23/24, Township T2-N, Range R-4W, W. M.

4. a. Name of public highway involved in this project:

Sunset Highway No. 47

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co., Tillamook Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Southern Pacific Transportation Co.,324 Union Station, Portland, OR 97209

b. Washington County,150 First Street N.,Hillsboro, OR 97123

c.

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project consists of widening the roadway of the existing highway structure 14'-0" to match the existing roadway width, and the installation of new railings.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? There has been numerous traffic accidents due to narrowing of roadway width over the structure.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossin[illegible] (If a separated crossing is involved in t[illegible] application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to [illegible]ction III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ______________________________

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is 26 feet wide at the crossing at present; after completion of the project, it will be 40 feet wide at the crossing; consisting (from NW (N or E) to SE (S or W)) of:

At present--	After completion--
Shoulder** of 3 feet	Shoulder of 8 feet
2 lane(s) at 10 ft. ea.	2 lane(s) at 12 ft. ea.
~~Median of~~ ------------ ~~feet~~--	~~Median of~~ ------------ ~~feet~~--
------~~lane(s) at~~------~~ft. ea.~~	-------~~lane(s) at~~-------~~ft.~~ ea.
Shoulder of 3 feet	Shoulder of 8 feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--

	At present:	After completion:
________ approach (N or E)	± ______ %	± ______ %
________ approach (S or W)	± ______ %	± ______ %

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: ______ ft; ADT ________
(N or E)

(b) ________ approach: ______ ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________; (yes/no) (b) ________. (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

		At present:	After completion:
b.	The Railroad		
(1)	Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

Mainline

(2) Angle of intersection-- ____° ____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 4,800(1980); After completion 6,400(1990);

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	3	3
Switching movements:	0	0
Passenger trains:	0	0
(2) Speed of trains--		
Maximum allowable:	20 mph	20 mph
Typical:	20 mph	20 mph
Slowest Normal:	20 mph	20 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach:
(N or E)
________ ft. to right; ________ ft. to left

________ approach:
(S or W)
________ ft. to right; ________ ft. to left

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation: ____________________

(2) Estimated cost of installation: $____________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ______________________________

Number of such devices ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ______________________________

Number of such devices: ________; To be located as follows: ______________________________

____

____

(1) Who will perform the installation? ______________________________

(2) Estimated cost of installation: $______________________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ____________________

Number of such devices: __________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $____________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ____________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ____________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ____________________

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: __________________________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track--motion sensing type equipment; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

____ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation-Highway Division

27. Is a temporary impairmen f standard clearance on the railroad nec ry during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): as shown on Drawing No. 36039

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______________________________

____

Route B: ______________________________

____

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A -- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

____

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

______
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

______
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ______

37. Who will close the crossing? ______

38. Who will bear the expense of closing the crossing? ______

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance? ______

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: No existing grade crossing in the immediate vicinity.

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5, 8, 9, 10, 11, 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 2 day of June, 1981.

(Applicant)

(Attorney)

I, H. S. Coulter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

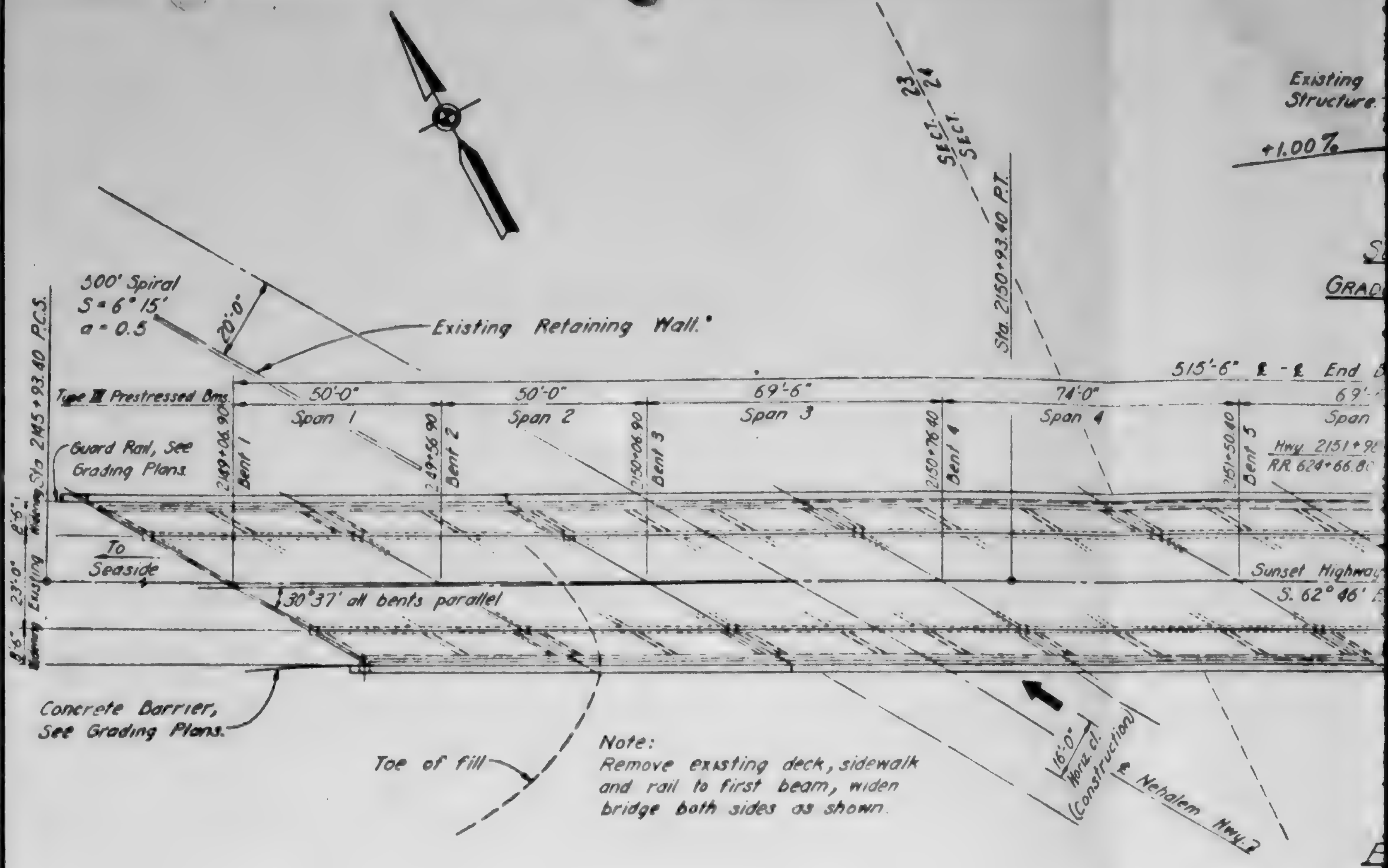
STATE OF OREGON)
) ss.
County of)

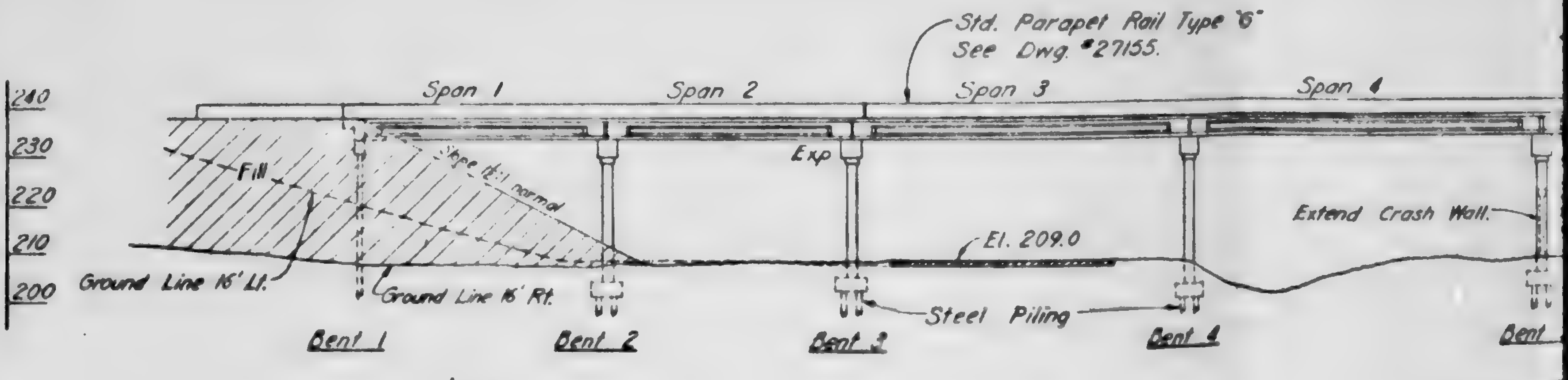
Subscribed and sworn to before me this 2 day of June, 1981

(Notary Public for Oregon)

My Commission Expires: 12-18-84

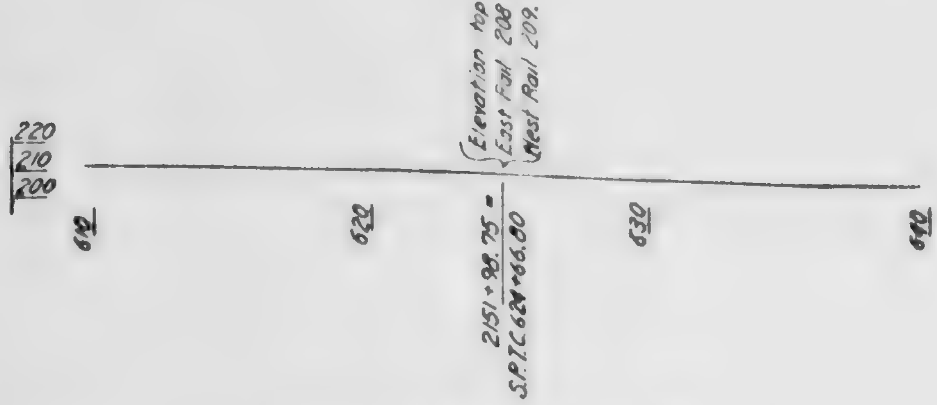
PUC Form 202 (30) 1-80
Signature Page



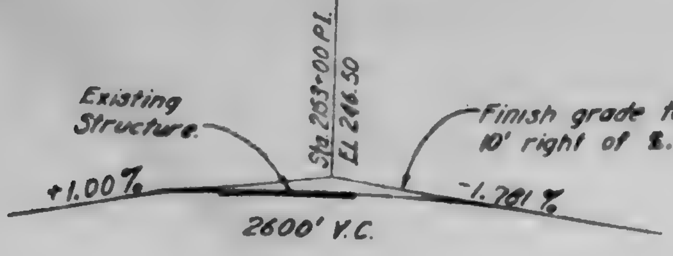


ELEVATION
Scale: 1" = 20

Shaded area to be removed

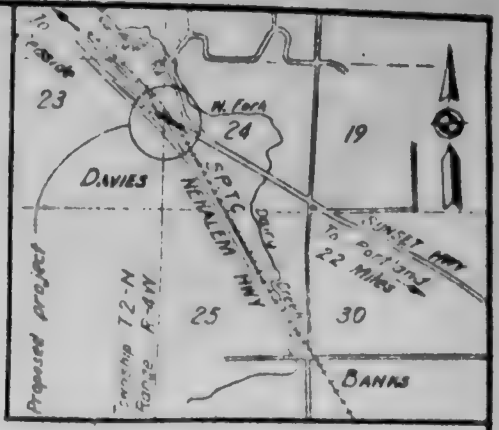

220
210
200
610
620
Elevation top of East Rail 208.98 West Rail 209.03
2151+98.75 = S.P.T.C. 624+66.80
630
640

S.P.T.C. RR. PROFILE GRADE

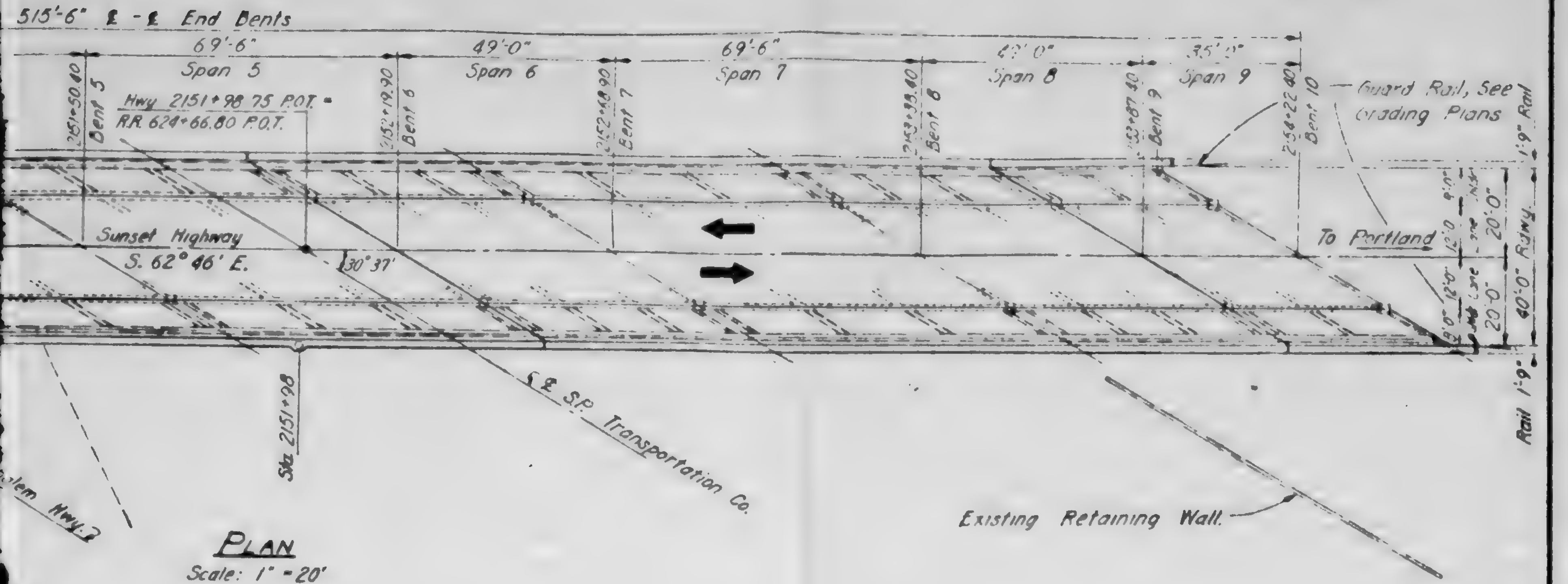


SUNSET HIGHWAY GRADE LINE DIAGRAM

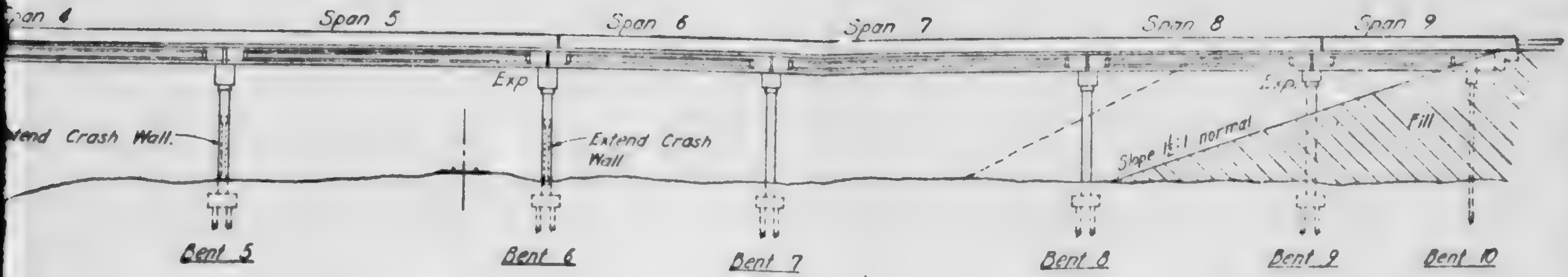
Note:
Elevation top concrete of new structure to match existing structure. Field verify all grades.



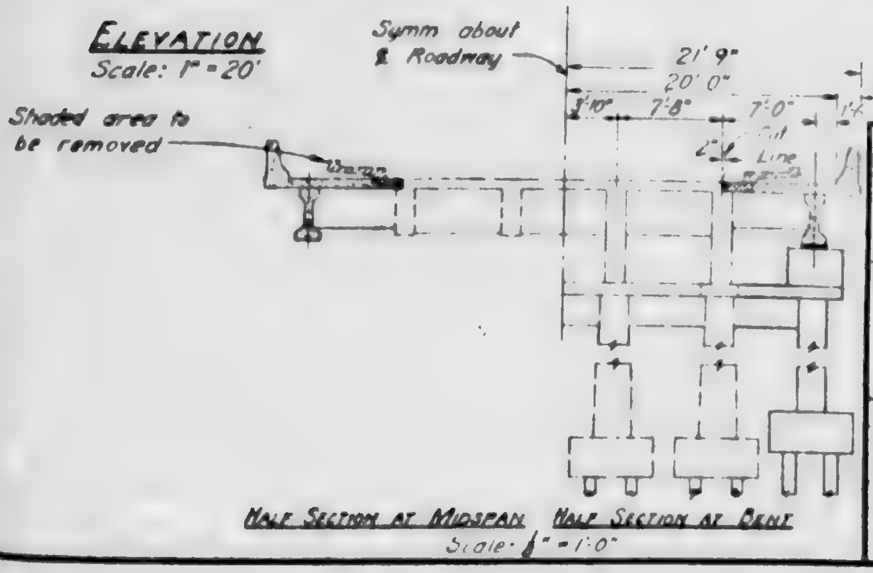
VICINITY MAP
No Scale



PLAN
Scale: 1" = 20'



ELEVATION
Scale: 1" = 20'



HALF SECTION AT MIDSPAN HALF SECTION AT BENT
Scale: 1/8" = 1'0"

APPROVED	P.E.
STRUCTURAL DESIGN ENGINEER	P.E.
TECHNICAL SERVICES ENGINEER	
DESIGNED	L.H.
DRAWN	MK
CHECKED	
REVIEWED	
REVIEWED	
CALC BOOK	
DATE	REVISION

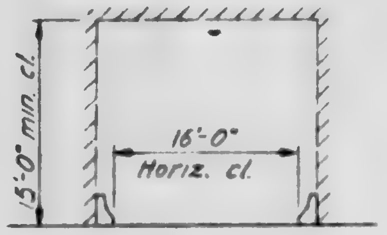
OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

DAVIES OVERCROSSING
WIDENING AND REMODELING
W. FORK DAIRY CR. ~ TILLAMOOK JCT. SECTION
SUNSET HIGHWAY ~ WASHINGTON COUNTY

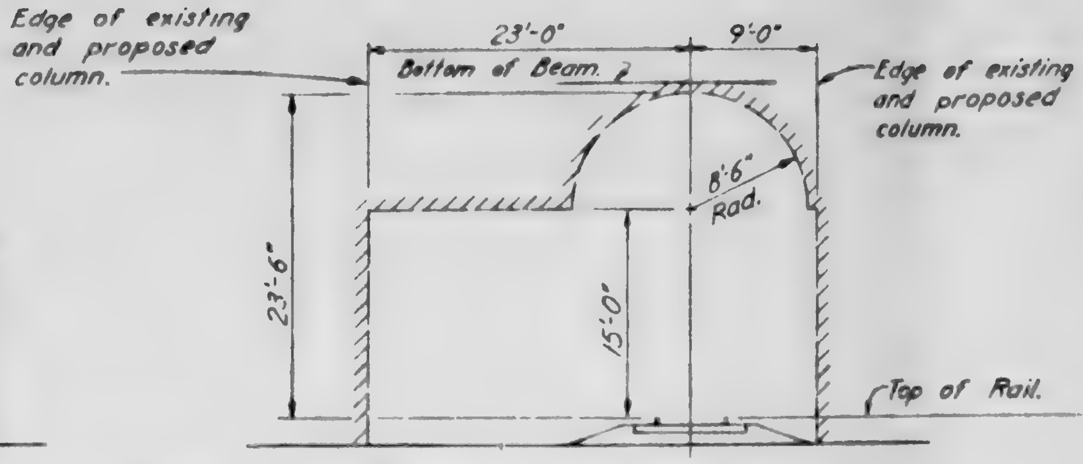
P.U.C. PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 36039

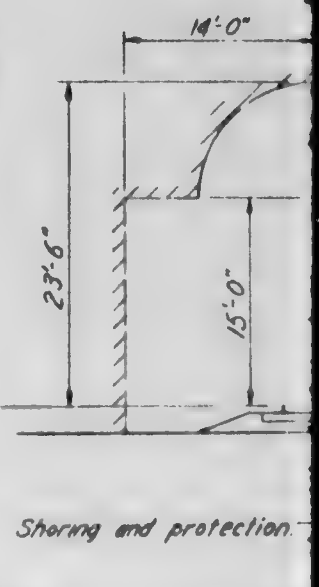
DATE 5-12-81
BRIDGE NO. 2369A
SHEET 1 OF 2
DRAWING NO. 36038



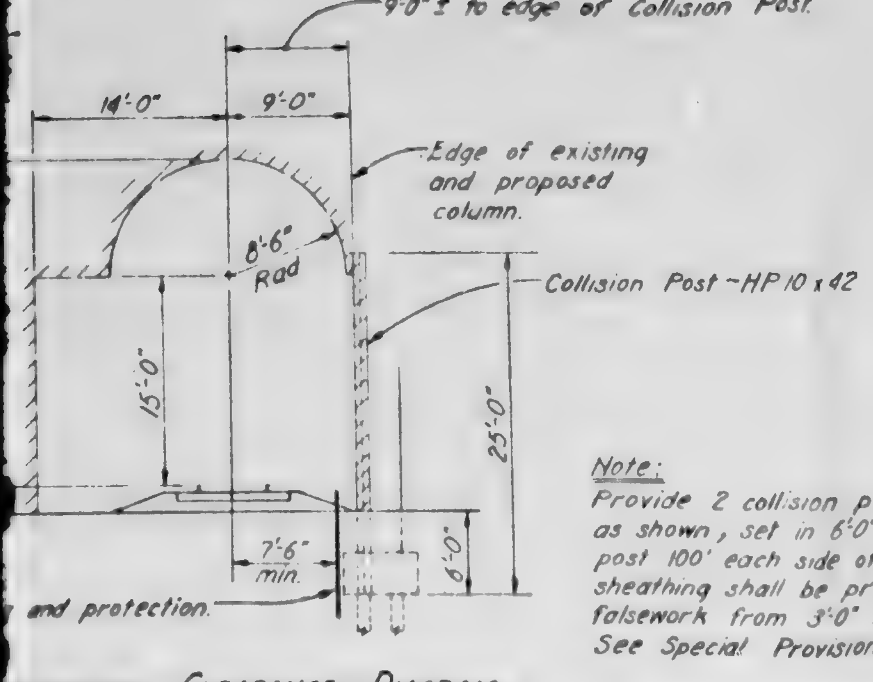
ROADWAY CONSTRUCTION CLEARANCE DIAGRAM


Edge of existing and proposed column.
23'-0"
9'-0"
Bottom of Beam
Edge of existing and proposed column.
8'-6" Rad.
23'-6"
15'-0"
Top of Rail.

R.R. CLEARANCE DIAGRAM



R.R. CONSTRUCTION CL


9'-0" ± to edge of Collision Post.
14'-0"
9'-0"
Edge of existing and proposed column.
8'-6" Rad
Collision Post ~ HP 10 x 42
15'-0"
25'-0"
7'-6" min.
6'-0"
and protection.

STRUCTION CLEARANCE DIAGRAM

Note:
Provide 2 collision posts on East side of track as shown, set in 6'-0" of concrete. Place one post 100' each side of structure. Tight vertical sheathing shall be provided on track side of falsework from 3'-0" to 17'-0" above top of rail. See Special Provisions.

APPROVED. P.E.
STRUCTURAL DESIGN ENGINEER
DESIGNED L H
DRAWN MK
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

DAVIES OVERCROSSING
WIDENING AND REMODELING

P.U.C. GENERAL DETAILS

DATE 5-14-81
SHEET 2 OF 2
BRIDGE NO. 2363 A
DRAWING NO. 36039

9455.

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

DES 23
2363A

May 28, 1981

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
E. S. HUNTER

Davies Overcrossing of SPRR
W. Fork Dairy Creek-Tillamook Junction
Sunset Highway
Washington County
BR 2363A

Enclosed are two reduced prints of Drawings 36038 and 36039 which are the preliminary plan and elevation and clearance diagrams for this structure. A copy of the Foundation Report will be sent to you when it becomes available.

The existing structure is widened equally on both sides to 40'-0" to match the existing paved roadway width. Type "G" concrete railing is proposed for both sides. These proposals should eliminate the high hazard situation at this location.

The proposed prestressed beam spans for widening this structure are the least expensive alternate for this site as this will require very little falsework. Stage construction is required to maintain two lanes of traffic across the structure.

The estimated structure cost only, based on approximate quantities, is $747,000 with an allowance for engineering and contingencies.

RECEIVED
TECHNICAL SERVICES
MAY 28 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

We request your approval of our preliminary plan and your concurrence that this project is eligible for FA and HES funding.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter
D. H. Moehring
Bud Mann /w/ 1 set encls.
E. L. Hardt /w/ 1 set encls.
R. N. Bothman /w/ 1 set encls.
Gary Potter /w/ 1 set encls.

NOTE: Please refer to FHWA letter of May 1, 1981, and ODOT letter of May 14, 1981.

1455

L.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
2363A

May 14, 1981

RECEIVED
TECHNICAL SERVICES
MAY 15 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97310

Davies Overcrossing Widening
Davies Overcrossing Section
Sunset Highway - Washington County
BR 2363A

In reference to your letter of May 1, 1981, we concur with your suggestion to widen the entire structure to more completely solve the accident problem at this bridge site. The original proposal was limited in scope to utilize the available Hazard Elimination (HES) funding.

We propose to add to the Hazard Elimination money, Primary funds sufficient to widen the entire structure to a 40'-0" roadway. This will match the existing paved roadway consisting of 12-foot lanes and 8-foot shoulders. Type "G" concrete rail is proposed for both sides of the roadway. No sidewalks should be required with the full shoulder 40'-0" roadway section.

The approximate costs for accomplishing the work are as follows:

	Original Proposal (Minimal Widening)	New Proposal (Full Widening)
Mobilization, Guardrail and Traffic Control	$62,700	$73,000
Roadwork	75,900	100,000
Structure	154,700	611,000
Illumination	24,500	24,500
Engineering and Contingencies	63,600	161,500
Right of Way	0	10,000
TOTAL	$381,400	$980,000

The Hazard Elimination funding has been justified in the amount of $460,000. The remainder is to be financed with Primary funds.

A preliminary submittal will be sent to you soon for your approval.

Walter J. Hart

Walter J. Hart
Bridge Engineer

JEB:jrb

bc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
Region 1
J. E. Backstrand

STATE OF OREGON
Highway - Traffic

INTER-OFFICE MEMO

PRO 6

TO: MEMO TO FILE

DATE: May 8, 1981

FROM: Richard H. Bladorn
Title II Coordinator

SUBJECT: Title II Hazard Elimination Project
Davies Overcrossing (Washington County) Section
Sunset Highway
HES-27-2(7)

A review of the accident history at the subject location indicates that Title II Hazard Elimination Program funds in the amount of $460,000 can be justified for the proposed project.

RHB:ds

cc: D. H. Moehring
J. H. Versteeg
W. J. Hart
J. E. Backstrand
E. S. Hunter

5-13-81

Ore-Grant
set the job up
with dual funding
as we discussed.
E.D. cy cc's

RECEIVED
TECHNICAL SERVICES
MAY 12 '81
REFER TO
FOR
Info | Inv | R/D | D.E. | | Act | File

9455 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-27-2(2)
Davis Overcrossing, W. Fk. Dairy Creek
Tillamook Junction, Bridge No. 2363A

Date: May 1, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the above safety project and agree that the entire picket fence rail needs replacement. Also, we note the roadway is very narrow (26') and the minimum and flare widening you propose should be compared to the cost of widening the entire bridge. Please furnish us with both costs so we can make a complete evaluation of the alternatives. ✓

for
Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR

MAY 4 '81

REFER TO

FOR

Info	Inves	P/O	D/R	Sign	[illegible]	File
					X	

9455

2-12-81

4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-27-2(7)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10023

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO [illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2/12/81	Primary 27
		STATE ROUTE NUMBER
		Primary 47

GENERAL LOCATION:

Davies Overcrossing Section

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, structure & illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/11/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $282,000 Federal Funds $253,800.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G K Hossner	for Acting Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9455

2

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10023
Project No. HES-27-2(7)
Davies Overcrossing Section
Washington County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $282,000 with an obligation of $253,800 in Federal funds.

JLG:bkc

cc: L.E. George
Lou Olson
General Files

Form 734-3122

31-80 47 N

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Davies Overcrossing Structure
HIGHWAY NAME: Sunset
HIGHWAY NUMBER: 47
REGION: 1
ADMINISTRATIVE DISTRICT: 2A
COUNTY: Washington
CITY: -
LENGTH: 0.40
MILEPOST NUMBER: 49.27 TO 49.67
☒ RURAL ☐ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT
TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, HES
METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove the existing metal guardrail and guardrail anchors at both ends of the Davies O'Xing structure. Widen the west end of the structure. Install GM concrete shoulder barrier on the right side bridge approach extending the full length of the right (southerly) side of the structure. Install metal guardrail in a new alignment on the left (northerly) side bridge approach and anchor it to the existing handrail on the structure. Install one additional luminaire on the structure.

Relocate the Sunset Highway intersection with the Nehalen Highway approximately 100 feet westerly to improve the alignment of the Sunset Highway at the west end of the structure.

REFERRED TO
___ Beard ___ Stauffenmayer ___
✓ Cole ZEC ___ Hein ___
___ Erikson ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 [illegible] ✓
Anderson
2 Christensen
3 [illegible]
Sullivan
4 [illegible]
RECEIVED

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 — 4,700
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank C. Pengin
Location Engineer
Date 10/31/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	Same
SHOULDERS	6' paved	Same
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS	3'-6" on each side	Same
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Comp.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	F. 4Q'81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

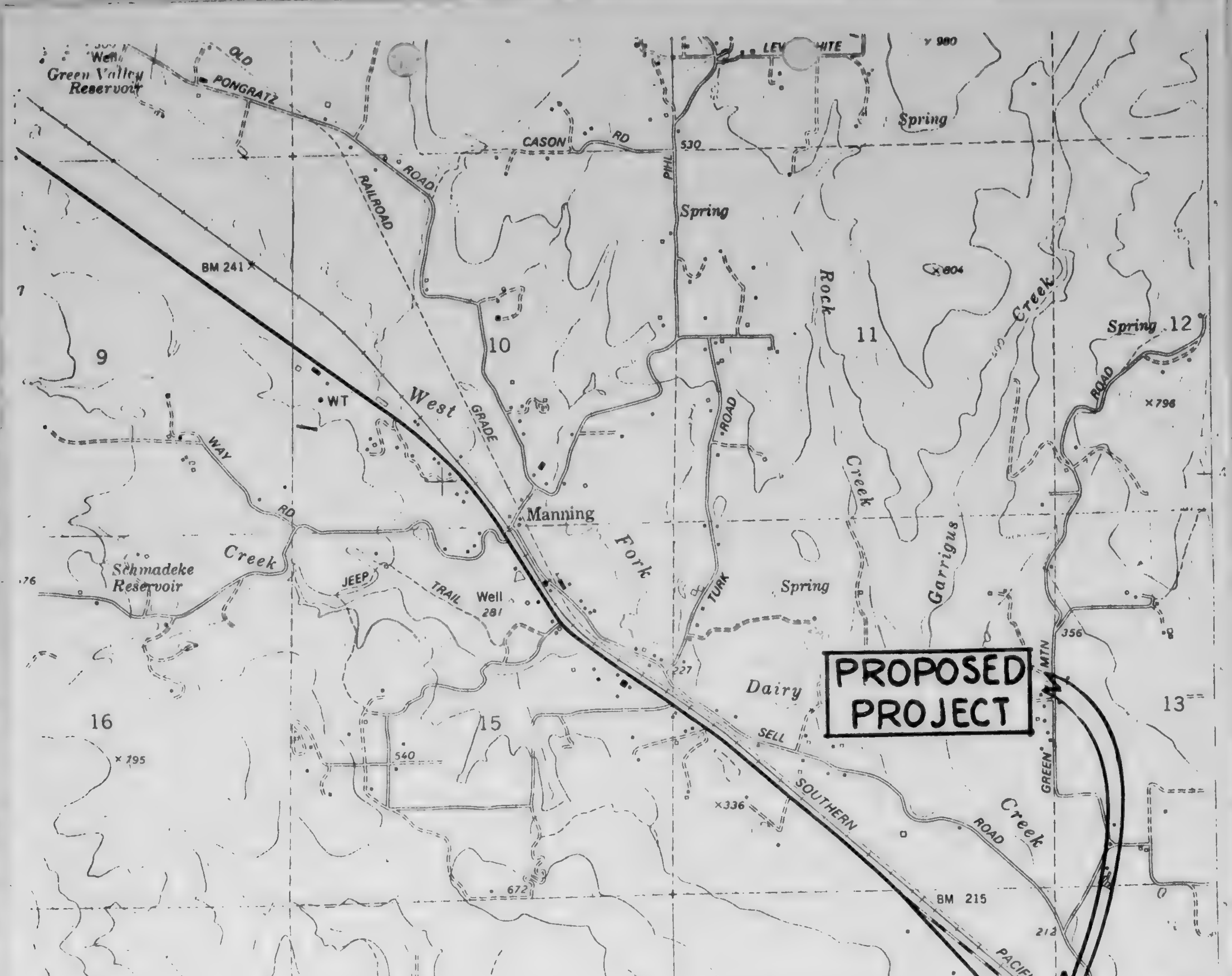
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	15.000
RIGHT OF WAY		
TRAFFIC CONTROL		25.000
ILLUMINATION (one luminaire)	4,000	4.000
STRUCTURES	133,000	140.000
RAILROAD		
ROADWAY	31,000	31.000
OTHER ________		
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL	183,000	215.000

SUBMITTED BY ____________________



PROPOSED PROJECT

9155

U. S. DEPARTMENT OF TRANS TAT - FEDERAL HIGHWAY ADMINISTRATIC

LETTER OF APPROVAL AND/OR AUTHORIZATION

F ERAL AID PROJECT NO. HES-27-2(7)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 10023

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-17
orig

RECEIVED
STATE HWY ENG
OCT 17 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-14-80

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:
Davies Overcrossing Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility and railroad preparatory work TEC $15,000.- Federal Funds $13,500.

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of October 2, 1980.

DATE 10-14-80

SIGNATURE OF APPROVING OFFICIAL G K H

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631 455

9455

PRO 6 L

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: August 26, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Title II Hazard Elimination Program
Davies Overcrossing Section
Sunset Highway
Washington County

Attached is programming data for a proposed project at the subject location.

[illegible]

This project was to have been a part of the West Fork Dairy Creek-Tillamook Junction Section listed in the 6-year program. The larger project has been delayed due to lack of State funds so the decision was made to proceed with just the Davies Overcrossing work as a separate project.

By computation the section of highway containing this project would rank 190 on the Rural Project Priority List submitted to the Federal Highway Administration. The proposed work has a favorable benefit/cost ratio and was approved by the State Highway Engineer under delegated authority on August 20, 1980.

Please program the project with the Federal Highway Administration and update the FMS. Suggested bid open date is June 1981.

L. E. George
Traffic Engineer

RHB:sh
Attachment

cc: F. E. Terpin
G. A. Potter
E. L. Hardt ✓
Jon Rose

Contains
Recycled
Materials
81-125-1387

9455

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: H. S. Coulter
State Highway Engineer

DATE: August 19, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Hazard Elimination Project

A project has been requested to widen the westerly end of the Davies Overcrossing. Also included in the project will be GM rail on the southerly side of the structure, additional illumination and relocation of the Nehalem Highway connection to the Sunset Highway.

Construction will be by contract with the State performing all phases of engineering.

IN SUMMARY:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Davies Overcrossing Section Sunset Highway Washington County	$168,000	$151,200	$16,800

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. George
Traffic Engineer

NOTED
L. E. GEORGE

RHB;sh
Attachment

APPROVED:

Coulter

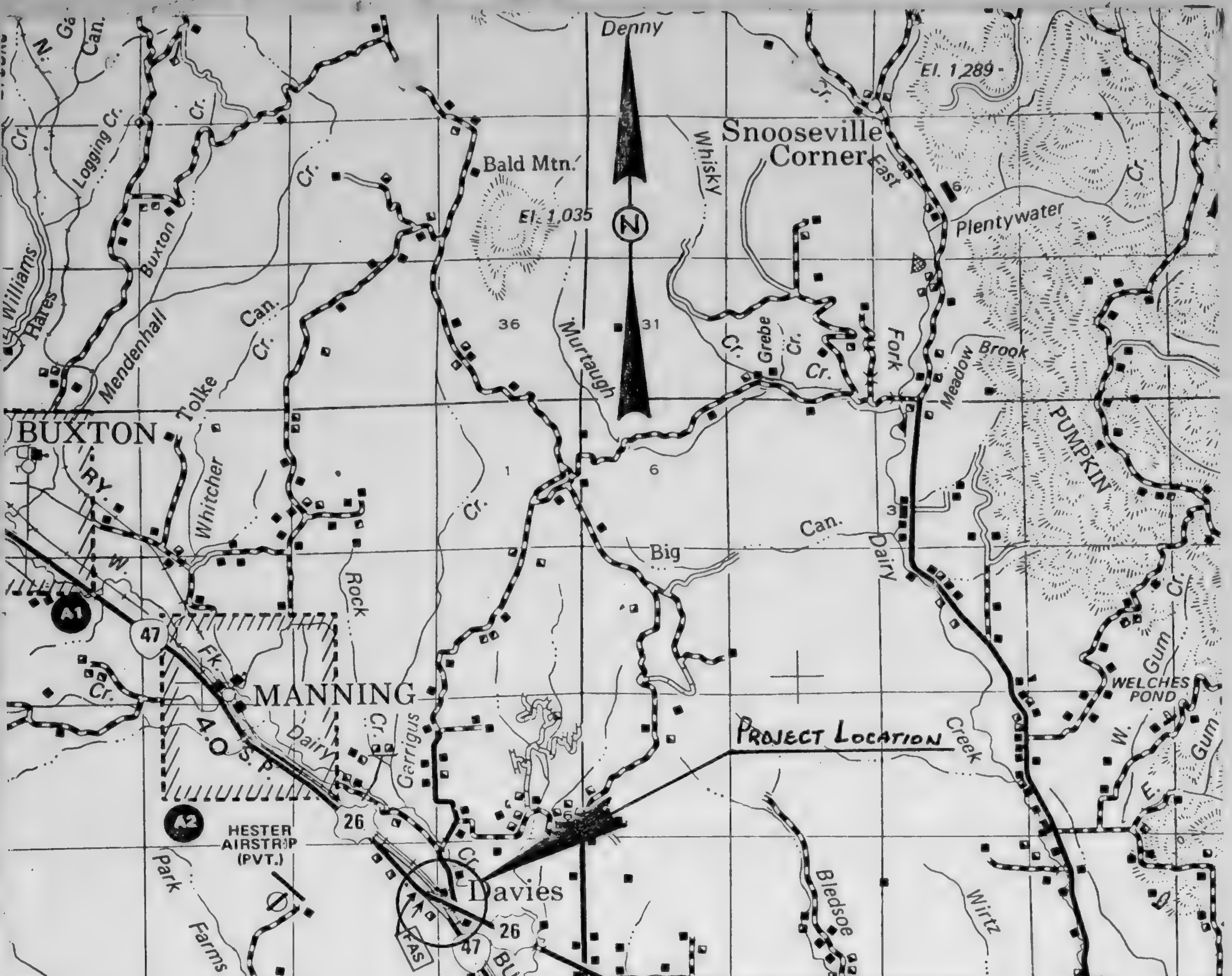
State Highway Engineer

DATE: 8/20/80

RECEIVED
AUG 20 1980
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

Contains Recycled



PROJECT LOCATION
N
Denny
Bald Mtn.
El. 1,035
El. 1,289
Snooseville Corner
Plentywater
Meadow Brook
PUMPKIN
BUXTON
MANNING
Davies
HESTER AIRSTRIP (PVT.)
BANKS
Pop. 430
Tillamook Jct.
Wilkesboro
ST. FRANCIS CEM.
Kansas City
Greenville
ROY
Christie
Vadis
Mour
WELCHES POND
Logging Cr.
Buxton
Williams
Hares
Mendenhall
Can.
Tolke
Whitcher
Rock
Garrigus
Cr.
Big
Can.
Dairy
Whisky
Grebe
Murtaugh
East
Fork
Bledsoe
Wirtz
Creek
Bausch
Park
Farms
Lousignont
West
Fork
Bledsoe
Fork
Gum
Creek
BURLINGTON
S. P.
RY.
CO.
&
FAP 27
FAP 35
FAS 623
FAS
26
47
6
609
4.0
2.0
3.9
3.8
2.5
6.9
3.2
A1
A2
A3
A6

9455 47

H 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Sylvan - 2A

June 13, 1980

NOTED
E. S. HUNTER

6

FROM: W.W. Geibel
District Engineer

TO: Ed Hardt
Regional Engineer

SUBJECT: Don Wagner Memo
Safety Improvements
Davies Overcorssing
Sunset Highway No. 47
M.P. 49.27 to M.P. 49.67

I disagree with the recommendations in the subject memo. There have been too many people killed and injured at this location to effect a mini band-aid approach. The basic problem of the bridge has not been addressed. There is not enough room at the bridge ends for driver error. If the bridge end guardrails were not flush with the curb face the vehicle would hit the sidewalk. Ramping the sidewalk would only render the right side of the vehicle airborne. I would not want to be on the structure at the same time.

If Title II monies cannot finance a better solution I would highly recommend we retain the push to widen the structure in our 6-year program. I think we owe the public and the people who signed the petition a better answer to the problem.

WWG:js

cc: Clair Kuiper w/attch
Ron Failmezger w/attch

SE RE R RCE BE
TE RECEIVED RSM
UE JUN 1 8 1980 RSC
SO REGION I RBI
TO

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 0 7 1980
ROAD DESIGN SECTION

RECEIVED
ENVIRONMENTAL SECTION
JUL 8 1980

Referred to Manager ______
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ______ File ______

RECEIVED
TECHNICAL SERVICES
JUL 2 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9455

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

NOTED
H. S. COULTER

January 18, 1980

RECEIVED
STATE HWY ENG
JAN 22 '80
REFER TO
FOR
Info

In Reply Refer to
File No.:

Mr. Ron Johnson
Western Washington County
Safety Committee
Route 1, Box 313
Banks, OR 97106

Dear Sir:

I have your January 7 letter which transmits petitions signed by 622 persons regarding proposed safety improvements to the Davies structure on the Sunset Highway east of Manning.

We plan to immediately install illumination at the ends of the structure and place reflective markers at the bridge corners in order to identify the structure during nighttime hours. If practical, we will also place a flashing beacon at each end of the bridge.

On a long-range basis, we are submitting a proposal to our main office in Salem for a major reconstruction project. This will give us the capability to do a traffic engineering study to determine the cause of the accidents on and near this structure, and then to evaluate methods to eliminate same. We will be considering such things as more illumination, installation of concrete barriers at the corners of the structure, widening the structure, etc. Assuming the project is approved, we will be commencing this work in the near future.

We appreciate and share your concern for the safety of motorists on the highway.

Sincerely,

Edward L. Hardt
Region Engineer

ELH/cr
bc H. S. Coulter w/attachment --- We will be submitting a Title II safety project for improvements on this structure. The accident record is such that we believe we can support a project in the $400,000 or $500,000 category.
bc R. N. Bothman w/attachment
L. E. George w/attachment
Bill Geibel --- You might look into Mr. Johnson's suggestion regarding the LARGE NARROW BRIDGE signs and NO PASSING sign near the structure.

January 7, 1980

REGION 1
[illegible]

Regional Engineer
Oregon State Highway Department
P.O. Box 02157
Portland, OR 97106

Dear Sir:

In behalf of the concerned residents of Banks, Manning, Buxton, and western Washington county we hereby request that positive action be taken to reduce the number of serious traffic accidents at the junction of US 26 and Highway 47 and the adjacent railroad overpass.

We feel that immediate action is needed to stop the continuing string of serious injury, property damage and fatal traffic accidents resulting in 16 of these accidents in only the last four years. The last of which occurred just last Saturday night!!!!

We are also requesting that some form of immediate temporary measures be taken before this winter snows begin a new series of accidents. Measures of a more permanent design will be needed as soon as they can be accomplished this spring.

We are submitting the following suggestion for consideration as an aid in developing some control measures.

1. Immediate

--Placement "LARGE NARROW BRIDGE" signs (i.e. 4' X 8') with flashing lights on the straight stretches approaching the intersection and overpass both at the east and west ends.

--Lighted, large "NO PASSING" sign at least 1/2 mile east of overpass and 1/4 mile west of overpass.

--Flashing lights (portable) on the bridge railings at both ends.

2. Interim

--Removal of sidewalk on overpass and replace with yellowline and reflective buttons.

--Install concrete median barrier sections on centerline of overpass (removal of sidewalks will provide additional traffic clearance) with flashing warning lights.

--Light intersection.

--Install concrete median barrier sections on west of Highway 47 between exits.

--Install steel guard rails on existing bridge railings after removal of sidewalk.

--Incorporate 1. Immediate and make the permanent.

--Resurface and mark--stripe the intersection and bridge deck.

We have enclosed copies of the petitions we have gathered to this date. They contain 622 signatures of local users of this intersection who are concerned about safety of families, friends, school students and other users of this intersection.

If you have any further questions please feel free to contact us. We will be awaiting your reply with great interest.

Ronald S Johnson

Ron Johnson
Western Washington County
Safety Committee
Route 1, Box 313
Banks, OR 97106
Phone 324-9131

94-5

2

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
DISTRICT 2A ENGINEER
P.O. Box 565, BEAVERTON, OREGON 97075 PHONE 229-5002

January 11, 1980

In Reply Refer to
File No.:

Florence M. Crowther
Route 1
Banks, OR 97106

tracer
TRA 1-10

Re: Davies Overpass Structure
Sunset Highway

Dear Ms. Crowther:

Recently you wrote concerning the accident experience at the subject structure. We have been aware of the problem for several years now and are aware of the recent rash of serious accidents. Over the past few years we have requested a project to widen the structure but monies have not been available. We are currently looking at the possibility of obtaining special federal monies to widen the structure.

We will take immediate steps to illuminate both ends of the structure and place flashing warning lights at the bridge corners. Hopefully this will help warn and guide the motorists at this location until the structure is improved. Painting of the curbs will not be helpful as painted curbs soon become dirty and the reflectivity of the paint becomes ineffective.

Thank you for your interest in highway safety and I can assure you we are making every attempt to solve this problem.

Very truly yours,

William Geibel

WILLIAM GEIBEL
District Engineer

cc: H. S. Coulter
Ed Hardt
Ron Failmezger

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO

FOR

Info	Inves	[illegible]	[illegible]	Sign	Act	File

Form 734-3122 (Rev. 8-79)

RECEIVED
STATE HWY ENGR
DEC 13'79
REFER TO [illegible]
FOR

Info	Inves	R/O	D/R	Sgn	A-t	File
			✓			

REGION 2 ENGINEER
RECEIVED
DEC 14 1979
☐ FLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ CLE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Banks Oregon
December 12 1979

State Hiway Dept
Salem Oregon

Dear Sirs

In regards to the overpass bridge on Sunset Hiway near Banks 26 overpass # 47 to Forest Grove. The scene of many fatal accidents the latest last night. If that curb was painted on the sidewalk of the bridges it could prevent accidents after entering the bridge. Cars move to the right when meeting other cars sometimes with bright lights and or burned out one head light, and as they hit that curb they veer to the left into oncoming traffic. Or if, they are lucky enough to miss other traffic, hit the guard rail on the other side.

If ~~that~~ those curbs were painted to remind motorists there was a sidewalk there I'm sure that would make that overpass much more safe.

Yours Truly
Florence McCrowther
Rt 1 Banks Or. 97106

1982 Sunset Hwy.-Walker Rd. Sec. 9456
on N. W. 185th Ave.
(grading, paving, signals)

C+A 7241 6-17-80, 4-27-90
C+A 7542 7-16-81

[redacted]

See also:
CON 21-8
Wash. Co.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 7, 1990

In Reply Refer to File No.: **LEG/CON**

TO: William F. Cloran
Department of Justice

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Washington County v. R. A. Hatch
Washington County Circuit Court Case No. C88-08857-CV

This litigation concerns the Sunset Highway/Walker Road (N.W. 185th Avenue) project, Contract No. 9456. The prime contractor on this project was R. A. Hatch Company.

We administered the contract on this Washington County road project; now the County has asked us to enter into litigation against Industrial Indemnity Company, the surety for R. A. Hatch Company. We have been asked to advance the claim against R. A. Hatch and Industrial Indemnity by the County because of the pavement deterioration within the limits of the highway project.

Please proceed with the claim against R. A. Hatch and Industrial Indemnity.

cc: John Junkin, Legal Counsel, Washington County
Jerry Parmenter, Land Use and Transportation, Washington County

bc: Bill Anhorn
Don Adams
Fran Neavoll
Dale Hormann
Doug Goldbach

DRA:hrm dw

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

WASHINGTON
COUNTY,
OREGON

October 26, 1990

Mr. Don Adams
Oregon Department of Transportation
Region 1
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Washington County v. R.A. Hatch
Washington County Circuit Court Case No. C88-08857-CV

Dear Mr. Adams:

Based upon a conversation on October 18, 1990, you had with Kevin Myles of our Office, I hereby request that the Highway Division initiate litigation against Industrial Indemnity Company, the surety for R.A. Hatch Company. The claim against R.A. Hatch and Industrial Indemnity is based upon the pavement deterioration on the highway project in Washington County at 185th Avenue to Sunset Highway.

Our Office looks foward to working with you in the future.

Very truly yours,

John M. Junkin
County Counsel

JMJ:DEE:0183LT

cc: William F. Cloran, Dept. of Justice
Jerry Parmenter, Land Use and Transportation

CM [illegible] DE PPM [illegible]
[illegible] EA EM TNG LM

County Counsel
Public Services Building Suite 340
155 North First Avenue
Hillsboro, Oregon 97124
Phone 503 648-8747 FAX 503 648-8895

#4456

3-7-90

8-15 Don Adams said he spoke w/ Jerry Parmeter on Thurs., 8-10. They didn't like the proposal offered by industrial indemnity bond holder + wanted to propose proceeding w/o the bond holder in the cost. Don said, in that case, we — as a dept. — would have to agree. The County atty (Multihill) has not yet formatted the agreement. Don asked for more time + suggested 3 wks (9-5).

9-13 Don Adams said waiting for County. Suggested BU in 1 mo. (10-13)

9-12

Carolyn will have Don Adams call.

9-18 Don said there's nothing on this yet, but Co. is wkg. on it.

11-6 [illegible] for [illegible].

10-19

Don was in — Said they have proposed agreement now fm County, but Lawyers are "hashing around". Don says it's close

BU again 11-3

11-21 Helen will talk with Don & [illegible] status on this.

11-22 Lawyers wkg. on Water agreement [illegible]

BU again 12,22.

1-5-90

[illegible]

... Helen will ck status + call.

... [illegible] 2-16

2-21 [illegible] today. [illegible]

3-22.

2-25 [illegible]

3-7-90

File

4

7-13 Don A. said a mtg. [illegible] been held on this lawsuit issue & it was pretty well agreed that the parties could all "walk away" from it. Washington County is to put it all in writing. Don suggested BU again 2 wks. dw

7-14 Caralyn called. Don A met w/ [illegible] again on 7-13. A new proposal will be drafted and we should "trash" everything up to now. BU again [illegible] 2 wks.

7-28 Caralyn said Don A. is working w/someone in Salem on this (thought D. Christensen). She will have him call us.

PHONE MEMO

TO Dee

DATE 7-28 TIME 10:13 [✓ AM] PM

FROM Carolyn

AREA CODE

NO.

OF Region 1

EXT.

MESSAGE RA Hatch assignment — new draft not prepared yet — need another week

SIGNED LS

URGENT

8-7 Spoke w/Jim Huddleston (3-2580) [illegible]

Carolyn's suggestion [illegible]

Jim has a [illegible] of the draft & will [illegible] it to Region 1 for [illegible] comments. [illegible]

[illegible]

8-9 Needs more time —
BU again 8/14.
dw / Per Carolyn

JUN 20 '89 14:28 WASHINGTON COUNTY 503 648 8895 P.1 2-16 ~~10-13~~

~~2-22~~ ~~1-8~~ ~~1-9~~ ~~11-3~~ ~~4/12~~
~~7-27~~
~~11-2~~ ~~8-4~~
~~11-24~~ ~~8-9~~ (p.m.)
~~12-22~~
~~8-14~~
~~9-15~~
~~10-13~~

WASHINGTON
COUNTY,
OREGON

~~Carmen~~ Don Adams
Helen 21

WASHINGTON COUNTY
FAX CENTER/TELECOM
150 North First Avenue
Room 101
Hillsboro, OR 97124
FAX NBR 1-503-648-8895

Date: June 20, 1989

To: Don Forbes + copy to Jim Huddleston, Project Development

Copy sent 6-20-89 LRS

FAX NUMBER: 1-373-7770

From: Bruce A. Warner, Director

FAX NUMBER: 648-8895

We are sending a total of 7 pages, including this cover sheet. We are transmitting on a Ricoh FAX 70E Digital telefacsimile machine

DA

6/21
Don Adams -- Per Don Forbes, please reply direct [illegible] a copy of [illegible] reply, along with a copy of the original correspondence, to Don. Thx!

Cys sent 6-21-89
LRS

FOR TELECOM USE ONLY

Sender's Program # 3141

Sender's Extension # 8740

Sender's Name ____________

WASHINGTON
COUNTY,
OREGON

June 20, 1989

Don Forbes
Oregon Department of Transportation
102 Transportation Building
Salem, Oregon 97310

RE: WASHINGTON COUNTY & R.A. HATCH, ET. AL.

Dear ~~Mr. Forbes~~ Don:

Enclosed is a draft request for proposal relating to the pavement failure investigation we agreed to as part of our settlement discussion. Please review and inform me if any comments or concerns.

This document was prepared solely for the purpose of furthering our joint efforts to settle this dispute. Nothing in this document is to be deemed an admission by either party. Washington County in no way waives any privilege or other defense which it may have as regards this document or the information set forth. Please notify me and return this document immediately if the State disagrees with any of the terms of this transmittal letter.

Thank you for your cooperation.

Sincerely,

Bruce A. Warner
Director

c: Bob Mulvihill
Dan Olsen

BW:ce
BWDRAFT

Department of Land Use And Transportation, Administration
150 North First Avenue
Hillsboro, Oregon 97124
Phone:503 / 648-8761

SCOPE OF SERVICES
PAVEMENT FAILURE INVESTIGATION
S.W. 185TH AVENUE - WALKER ROAD TO SUNSET HIGHWAY
WASHINGTON COUNTY, OREGON

INTRODUCTION

Washington County ad the Oregon Department of Transportation (ODOT) wish to retain the services of a qualified pavement engineering consultant to evaluate the condition of the pavement in S.W. 185th Avenue between Walker Road and the Sunset Highway and to determine the causes of any pavement failure that is revealed by this evaluation.

Before discussing specific objectives and work tasks, a short summary of the history behind this pavement investigation will be presented to assist the consultant in understanding the problem and in developing the scope of work effort that will be required.

HISTORY

The portion of S.W. 185th Avenue between Walker Road and the Sunset Highway was reconstructed to an interim cross section in 1982. In the northbound direction, the roadway was reconstructed to the ultimate cross section of two to three lanes while in the southbound direction only a single land was constructed. A raised, concrete paved median was constructed over most of the length. Permanent curb, gutter and sidewalk were installed on the northbound side while the southbound side was left uncurbed to allow for future widening. The constructed pavement section consistent of a 2-inch thick Asphalt Concrete (AC) surface course, a 2-inch thick AC binder course and a 9-inch thick Cement Treated Base (CTB) course. A future 1 1/2-inch overlay was planned and noted on the construction drawings. Design and construction was accomplished by ODOT under contract to Washington County.

In 1986 the County contracted for design services to prepare construction plans for reconstruction of S.W. 185th between the Tualatin Valley Highway and the Sunset Highway. This project included completion of improvements to the Walker Road to Sunset Highway section. The improvements envisioned for the Walker to Sunset section as described in the project EIS included widening on the southbound side to provide for two through lanes; construction of a bike path, gutter, curb and sidewalk on the southbound side; and construction of a raised concrete median throughout the section.

The pavement design investigation conducted by the County's engineer included a deflection survey of the Walker to Sunset Highway section and pavement coring in both the northbound and southbound lanes. The deflection survey was conducted using a KUAB Falling Weight Deflectometer (FWD) with testing at 200 foot intervals in each direction. In another section of the road, side by side testing with the Benkelman beam device was conducted to correlate the FWD deflection to the Benkelman beam deflection. Pavement core sampling to the subgrade level was conducted in 6 locations. In two core locations, one in the wheel path and the other outside of the wheel path, the CTB was loose, i.e. unbound, in the upper portion of the base. At the other 4 locations, the CTB base was intact except for separation at presumed lift lines. The equivalent Benkelman beam deflection obtained in the deflection survey varied from about 5 to 40 mils with an average deflection of about 16 mils and a standard deviation of about 8 mils (northbound and southbound data together). The deflection survey data was analyzed by the County's engineer to determine remaining left and overlay thickness using both the ODOT overlay design methodology and a mechanistic design approach. Both methods indicated that a 4 inch overlay was required to obtain a 10 year design life in areas of low deflection. Present design life was estimated to range between 2 to 17 years depending upon location in the roadway.

Following the findings discussed above, additional coring was performed in July of 1987 at eleven locations where deflections were both higher and lower than the average deflection. At eight of these eleven locations, the CTB either had loose zones or was loose the full depth. The loose CTB was encountered only in cores where the deflection exceed 11 mils. Backcalculation analysis of the FWD deflection data indicated that in locations where the deflection was less than 11 mils, the backcalculated CTB modulus exceeded 100,000 psi and in most of these cases the modulus was in the range of 350,000 to 400,000 psi. However, in locations where the deflection exceeded 11 mils, the backcalculated CTB modulus ranged from 10,000 to 100,000 psi.

ODOT also conducted a deflection survey in the summer of 1987 using their Dynaflect device. The equivalent Benkelman beam deflections that were obtained in this survey did not differ significantly from the FWD deflection survey results.

This summer, the County retained a second engineering consultant to perform another deflection survey and to determine overlay requirements. This deflection survey was conducted using the same KUAB device as used in the first deflection survey and the testing was done in the same locations as the earlier testing. The results of this deflection survey and analysis were virtually the same as the earlier findings, except that a thicker range of overlay thickness (four to eight inches) was indicated.

OBJECTIVES

1. Determine the present condition of the pavement.
2. Determine whether the pavement has experienced excessive distress or deterioration and if so, in what layer(s) of the pavement section.
3. Determine the probable cause(s) for any failure condition that is found.

STUDY TASKS

Task 1 - Evaluate Pavement Condition

The consultant shall evaluate both the structural condition and the serviceability of the existing pavement. The evaluation shall include analysis of remaining life based on original design traffic and required overlay using the following analysis methods:

A. 1986 AASHTO Design Guide NDT Method 1
    1. Use 85 percent reliability level

B. ODOT overlay design method
    1. Tolerable deflection chart method

C. Mechanistic design method
    1. Use the Asphalt Institute criteria[1] for allowable repetitions governed by tensile strain in asphalt concrete and subgrade compressive strain.

    2. For allowable tensile strain or stress in the CTB, use the criteria suggested by Otte, et. al[2] or criteria recommended by the consultant.

    3. To determine design life, the computed total damage shall be limited to 60 percent.

    4. Evaluate design life to crack initiation in the CTB and design life and overlay required after cracking has occurred in the CTB.

As indicated in the discussion on the project history, essentially all of the data required for these analyses is available. It is expected that the consultant will use this data for the evaluation of pavement condition. Except as noted below, additional field testing for this task is not anticipated. The available data includes:

1. FWD deflection survey report by D. A. Voss & Associates, September 10, 1986.

2. Pavement design report by Pavement Services, Inc., April 9, 1987.

3. Log of supplementary coring conducted in July, 1987.

4. Dynaflect deflection survey by ODOT, ( ) 1987.

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[1] Research Report No. 82-2, The Asphalt Institute, 1982.

[2] Otte, E., Savage, P. and Monismith, C.L., Structural Design of Cemented Pavement Layers, Transportation Journal of ASCE, Vol. 108, No. TE4, July 1982, pp 428-444.

5. FWD deflection survey and evaluation report by D.A. Voss & Associates, (June) 1989.

Traffic data used by ODOT for the original design will be supplied by the County. The core samples obtained in the pavement coring conducted in 1986 and 1987 are available for inspection.

As part of this task, the consultant shall inspect the pavement and shall make a determination of the Present Serviceability Index (PSI) for the pavement.

The evaluation shall include an assessment of whether the pavement has experienced premature failure, excessive distress or excessive deterioration. If it is determined that any of these conditions have occurred, then the evaluation shall indicate the layer(s) of the pavement section that has been affected. The evaluation shall also indicate the layer of the pavement section that governs design life and overlay thickness.

A technical memorandum summarizing the results of this task shall be submitted before proceeding with the subsequent task.

Task 2 - Determine Cause of Failure

If it is concluded that failure, excessive distress or excessive deterioration has occurred, then the consultant shall make an assessment of the probable cause. This assessment shall specifically address the degree to which design, construction inspection, construction quality and construction materials may have contributed to the failure condition.

The consultant shall review the original design data and design notes. Based on this review, the evaluation shall include an assessment of the degree to which the design traffic data, the design subgrade strength data and the application of the design methodology may have contributed to the pavement failure.

The construction drawings, specifications, inspection records and quality control testing records shall be reviewed. Based on this review, an assessment shall be made as to the degree to which the following factors may have contributed to the pavement failure:

Type of testing methods employed
Frequency of testing
Reporting of test data
Enforcement of specification requirements

An assessment shall be made as to the degree to which construction quality may have contributed to the pavement failure. This assessment shall address the following factors pertaining to the CTB:

Cement content
Aggregate gradation and quality
Compressive strength

Compaction
As-constructed thickness
Cure seal
Segregation
Protection from excessive traffic loading during cure

The limits of failed or deteriorated areas shall be mapped in the field by FWD deflection testing. Core samples shall be taken from 6 locations that are representative of failed areas and 6 locations that are representative of satisfactory performance. The normalized 9,000 pound deflection at the selected core location shall correspond within 1 standard deviation to the average 9,000 pound normalized deflection for the group of deflections that are to be represented by the core location. At each core location, the in situ density shall be measured in 2 inch increments through the depth of the CTB by means of a surface strata nuclear densometer such as the CPN MC-S-24. This data shall be evaluated to determine if there is a relationship between field performance and:

1. Construction quality deficiencies as reported in the testing/inspection record;

2. In situ density; and

3. Traffic loading.

The consultant shall prepare an opinion as to the probably causes of the pavement failure. The consultant's opinion on the causes of failure and the results of the Task 1 and 2 evaluation shall be submitted in a report together with supporting technical data. Ten copies of the report shall be submitted.

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 28, 1989

Don Adams, Region 1 Engineer
Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C880857-CV

Dear Don:

Enclosed is a series of letters and two forms of Settlement and Release Agreement. The first form is the one proposed by Washington County, the second is my revision of it. Please look the forms over and let me know which of the two you prefer. Please advise of any recommended changes. I do not recommend that you agree to the form proposed by Washington County. I think their counsel is trying to make back ground lost to us in negotiation through some one-sided drafting.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WC:mjw
7045T
Enclosures

cc: Don Forbes
Cynthia Carter

RECEIVED
STATE HWY ENGR
SEP 29 '89
ASSIGNED TO
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 28, 1989

Robert J. Mulvihill
Schouboe, Marvin & Furniss
560 The River Forum
4380 S.W. Macadam Avenue
Portland, OR 97201-6408

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV

Dear Bob:

Enclosed is a revised draft of a Settlement and Release based upon your original text. Changes of substance occur at the following locations:

(1) **Page 3, paragraph 2:** Under certain circumstances the State may condemn property and construct and improvement for the use and benefit of Washington County. The County has no ownership until the improvement is completed, but may have considerable input in the design and finance portions of the project. The changed language is designed to cover situations where the County will retain or be granted an ownership interest in the finished improvement.

(2) **Page 3, paragraphs 4A, 4B, 4C, 4D and 4E:** The changes here are to facilitate the use of a study group if agreed upon between the parties. Either party may demand a consultant. Some provision also needs to be made for a situation in which it is impossible to determine the cause of a pavement failure. The revised language attempts to do this.

Page 4, paragraph 4E: In the event that litigation is necessary and a recovery is made, several things may occur. There may be additional claimants to the proceeds, i.e. Metro or the United States. The litigation may not be completed and recovery obtained until after the current improvement project on 185th Avenue is completed, in which case the State and Washington County may wish to devote proceeds elsewhere. It is also possible that doctrine concerning non-augmentation of appropriations or budgeting law may interfere with the allocation of funds to a particular project. The revised language attempts to require the funds to be devoted to the 185th Avenue project if permissible, but to allow other dispositions to be made with the funds if the law so requires or if the current project has been completed. The appropriate language of paragraph E and F of your draft have been combined in the new paragraph F.

(3) **Page 5, paragraph 4H (New):** This paragraph requires Washington County to cooperate in support of the litigation and to take required actions in a timely manner.

(4) **Page 6, paragraph 9:** These revisions place responsibility for performance and liability for breach on both parties.

I have forwarded copies of both your original and my revised draft to my client for comment. I have also forwarded copies to Kevin Kiley per our discussion last month. I will contact you again when I have received my client's responses to the drafts. IN the interim, could you circulate the proposed revisions to your client for comment?

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WC:mjw
7037T

Enclosure

cc: Don Forbes (w/encl)
Don Adams (w/encl)
Cynthia Carter (w/encl)

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 28, 1989

G. Kevin Kiely
Schwabe, Williamson & Wyatt
Pacwest Center, Suites 1600-1800
1211 S.W. Fifth Avenue
Portland, OR 97204-3795

Re: Proposed Settlement

Washington County v. R.A. Hatch Co., et al.
Washington County Circuit Court Case No. C8808-57CV

Dear Kevin:

Attached are copies of Settlement Agreements proposed in the Washington County v. R.A. Hatch matter. We believe the questions to be resolved concerning the pavement laid by R. A. Hatch are technical rather than legal. My client is convinced that an unbiased examination by appropriate technical professionals can determine whether or not the pavement in question performed as it should have and, if it did not so perform, such an examination can determine whether or not it is possible to determine the likely cause of pavement failure. It is our intention to proceed with an attempt to resolve the matter with Washington County.

The purpose of this letter is to keep you informed of the progress of this matter and to request any input that Industrial Indemnity may have concerning the Agreement. I believe it would be to Industrial Indemnity's benefit to join with the other parties in pursuing a non-judicial resolution and to participate in the selection of an appropriate consultant or the members of a joint technical working group. Washington County informs me that it would still welcome your client's participation should Industrial Indemnity wish to join us.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WC:mjw
7041T

Enclosures

cc: Don Forbes
Don Adams

SETTLEMENT AND RELEASE

DATE: September 8, 1989

PARTIES:

State of Oregon ("State")

Washington County

RECITAL:

1. On or about June 5, 1980, the State, acting by and through its Department of Transportation, entered into an agreement whereby defendant State was to provide engineering design services, prepare plans and specifications, prepare contract documents, advertise for bids, award all contracts, and furnish all construction engineering, material testing, technical inspection, and resident engineer services for administration of that certain construction project comprising improvements to Northwest 185th Ave. between Sunset Highway and Walker Road (hereinafter "the Project"). The State entered into said agreement with Washington County, the owner of the Project.

2. On or about April 14, 1982, the State entered into an agreement with R. A. Hatch Co. (hereinafter "Hatch") whereby Hatch was to construct the paving improvements comprising the Project. Construction of the Project was completed in 1983. On or about April 14, 1982, Hatch, as principal, and defendant Industrial Indemnity Co., as surety, executed and delivered to the State a performance bond, a copy of which is attached hereto as Exhibit A. The State of Oregon is named as the obligee on the bond.

3. In April of 1987, Washington County first discovered that the Project may have been constructed defectively. As a result, Washington County filed a lawsuit naming R. A. Hatch Co., Industrial Indemnity Co., and the State of Oregon as defendants (Washington County Circuit Court Case No. C8808 57CV) in August of 1988. As a result of the ruling of The Honorable Albert R. Musick, Circuit Court Judge, on March 13, 1989, Industrial Indemnity's Motion to Dismiss was granted for the reason that Washington County was not a named obligee on the bond provided by R. A. Hatch Co. and Industrial Indemnity Co.

4. Washington County and the State desire to resolve completely any and all claims and counterclaims that were raised or could have been raised in the action set forth above as well as all other claims the parties may have against one another as of the date hereof that are in any way related to the Project. In the event R. A. Hatch Co. and/or Industrial Indemnity Co. are liable for defects existing in the project, however, Washington County and the State desire to pursue any and all claims which either of them may have against R. A. Hatch Co. and Industrial Indemnity Co.

AGREEMENT:

1. Washington County and the State hereby release and forever discharge each other, their employees, agents, board members, insurance carriers, attorneys, and representatives of each of the parties from any and all claims, demands, damages, liabilities, and causes of suit or action that were raised or could have been raised and are related in any way to the Project.

2. The State hereby agrees to have Washington County added as a named obligee on all future bonds provided pursuant to ORS 279.029 (4)(b) whenever Washington County has an ownership interest in the project.

3. Washington County and the State further agree to discuss in good faith certain proposed modifications to the intersection of Northwest 185th Avenue and Sunset Highway and to coordinate their designs and the resulting construction in order to insure a well designed, fully integrated and cost effective roadway and intersection.

4. Northwest 185th Avenue roadway defects. Concerning the roadway defects which were subject of the hereinbefore mentioned lawsuit, Washington County and the State agree as follows:

A. To mutually engage the services of a consultant to perform an evaluation of the Project. The scope of services of the consultant is set forth in Exhibit B hereto.

B. Washington County and the State agree to share equally in the cost of the consultant.

C. One of the purposes of the consultant's study shall be to evaluate the condition of the project in order to determine if defects exist. If defects exist, the consultant shall evaluate the design and construction procedures utilized to construct the project and shall evaluate the cause of the defects, if any.

D. If no defects exist or if such defects result solely from the acts of Washington County and/or the State, then the lawsuit set forth at Page 2, Item 3 shall be dismissed as to all parties with prejudice and without costs or attorneys' fees to any party and no further attempts to recover from R. A. Hatch Co. and/or Industrial Indemnity Co. shall be made.

E. If the consultant concludes that defects in the project exist which are attributable to R. A. Hatch Co. and/or Industrial Indemnity, then the State agrees to vigorously continue the lawsuit set forth at page 2, in Item 3 herein and to take whatever other steps are reasonably necessary to pursue any and all claims which Washington County and/or the State may have against R. A. Hatch Co. and/or Industrial Indemnity arising out of construction of the project, and to represent and fully protect the interests of Washington County in these matters. In the event of recovery by the State, State further agrees to either: (1) Spend all monies recovered from R. A. Hatch Co. and/or Industrial Indemnity for purposes of repairing defects in the project; or

(2) Assign all proceeds recovered from R. A. Hatch Co. and/or Industrial Indemnity to Washington County.

F. In the event the State decides to have the necessary repair work designed and constructed under its own supervision, such work shall proceed only with the approval of Washington County, which approval shall be granted or denied reasonably.

G. The cost of pursuing any and all claims against R. A. Hatch Co. and/or Industrial Indemnity Co. shall be split equally between Washington County and the State, regardless of which of the two entities is primarily responsible for such efforts.

H. The suit against R. A. Hatch Co. and/or Industrial Indemnity shall be vigorously pursued and shall not be dismissed or settled unless mutually agreed otherwise by both Washington County and the State.

5. This agreement and any performance or other consideration given hereunder is not and shall not be construed to be an admission of liability by or on behalf of any party hereto but is solely for the purpose of compromising and settling disputed claims and counterclaims.

6. This Settlement and Release shall be effective upon execution by all parties hereto.

7. The parties hereto hereby declare that this Settlement and Release is fully understood and voluntarily accepted, that all

the terms of this agreement are incorporated herein, and that this agreement is executed by the parties with knowledge of the facts and is not made in reliance upon any statement or representation of any person or entity, except as contained herein.

8. This settlement agreement shall be executed in two counterparts, both of which shall constitute one and the same instrument.

9. In the event the State breaches this agreement by failing or otherwise refusing to vigorously pursue claims against Hatch and/or Industrial Indemnity, then, immediately upon such failure to act, and without any further notice, this agreement shall constitute an assignment of all rights which the State may have against Hatch and/or Industrial Indemnity, and relating to the Project, to Washington County. Said assignment shall be made pursuant to all rights which the State has to assign such claims including, but not limited to, those set forth in ORS Chapter 190.

10. In the event of a breach of this Settlement and Release, the injured party shall be entitled to recover damages. In the event that an action is instituted to enforce or interpret any of the terms of this settlement agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees from the losing party both at trial and on appeal.

11. This Agreement may be specifically enforced. The remedies set forth in this Settlement and Release are alternative

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and the election of one remedy shall not preclude the enforcement of other remedies set forth herein or otherwise available by statute or at common law.

STATE OF OREGON

By______________________________

Title:___________________________

WASHINGTON COUNTY

By______________________________

Title:___________________________

(Proposed Revision)

SETTLEMENT AND RELEASE

DATE: September __, 1989

PARTIES:

State of Oregon	("State")
Washington County	("County")

RECITAL:

1. On or about June 5, 1980, the State of Oregon, acting by and through its Department of Transportation, entered into an agreement with Washington County concerning the contemplated improvement of Northwest 185th Avenue between the Sunset Highway and Walker Road in Washington County a copy of which is attached as Exhibit 1.

2. On or about April 14, 1982, the State entered into an Construction Contract with R. A. Hatch Co. (hereinafter "Hatch") whereby Hatch was to construct the paving improvements comprising the Project. Construction of the Project was completed in 1983. Pursuant to the Construction Contract Hatch, as principal, and Industrial Indemnity Co., as surety, executed and delivered to the State a performance bond, a copy of which is attached hereto as Exhibit 2. The State of Oregon is named as the obligee on the bond.

3. In August of 1988, Washington County filed a lawsuit naming R. A. Hatch Co., Industrial Indemnity Co., and the State of Oregon as defendants (Washington County Circuit Court Case No. C8808 57CV) and alleging that the roadway was not properly

constructed. As a result of the ruling of The Honorable Albert R. Musick, Circuit Court Judge, on March 13, 1989, Industrial Indemnity's Motion to. Dismiss was granted for the reason that Washington County was not a named obligee on the bond provided by R. A. Hatch Co. and Industrial Indemnity Co to the State.

4. Washington County and the State desire to resolve completely any and all claims and counterclaims that were raised or could have been raised in the action set forth above as well as all other claims the parties may have against one another as of the date hereof that are in any way related to the Project. In the event R. A. Hatch Co. and/or Industrial Indemnity Co. are liable for defects existing in the project, however, Washington County and the State desire to pursue any and all claims which either of them may have against R. A. Hatch Co. and Industrial Indemnity Co.

AGREEMENT:

1. Washington County and the State hereby release and forever discharge each other, their employees, agents, board members, insurance carriers, attorneys, and representatives of each of the parties from any and all claims, demands, damages, liabilities, and causes of suit or action that were raised or could have been raised and are related in any way to the Project.

2. The State hereby agrees to have Washington County added as a named obligee on all future bonds provided pursuant to ORS 279.029 (4)(b) whenever Washington County has an ownership interest in the finished improvement to be constructed under the project.

3. Washington County and the State further agree to discuss in good faith certain proposed modifications to the intersection of Northwest Northwest 185th Avenue and Sunset Highway and to coordinate their designs and the resulting construction in order to insure a well designed, fully integrated and cost effective roadway and intersection.

4. Northwest 185th Avenue roadway defects. Concerning the alleged roadway defects which were subject of the hereinbefore mentioned lawsuit, Washington County and the State agree as follows:

A. To establish a State/County technical working group or to mutually engage the services of a consultant to perform an evaluation of the Project.

The scope of services of the working group or the consultant is set forth in Exhibit B hereto. Either party may insist upon employment of the consultant in lieu of the working group.

B. Washington County and the State agree to share equally in the cost of the consultant. If a working group is used each party will bear its own costs.

C. One of the purposes of the study shall be to evaluate the condition of the roadway to determine if the alleged defects exist. If defects exist, the study shall evaluate the design and construction procedures utilized to construct the project and shall evaluate the cause of the defects, if a cause can be determined.

D. If no defects exist, if the cause of defects cannot be determined, or if such defects result solely from the acts of Washington County and/or the State, then the lawsuit set forth at Page 2, Item 3 shall be dismissed as to all parties with prejudice and without costs or attorneys' fees to any party and no further attempts to recover from R. A. Hatch Co. and/or Industrial Indemnity Co. shall be made.

E. If the study concludes that defects in the project exist which are attributable to R. A. Hatch Co. and/or Industrial Indemnity, then the State agrees to institute proceedings or to continue the lawsuit set forth at page 2, in Item 3 herein and to take whatever other steps are reasonably necessary to pursue any and all claims which the State may have against R. A. Hatch Co. and/or Industrial Indemnity arising out of construction of the project, and to represent and fully protect the interests of Washington County in connection with the project. In the event of recovery by the State, State further agrees to apportion the funds recovered to the project participants in proportion to their contribution to the project, insofar as the law allows, money recovered by the State and the county shall be devoted to the improvement or repair of Northwest 185th Avenue in the vicinity of the original project. Work on Northwest 185th Avenue so funded shall proceed only with the approval of Washington County, which approval shall be granted or denied reasonably.

F. The cost of pursuing any and all claims against R. A. Hatch Co. and/or Industrial Indemnity Co. shall be divided equally between Washington County and the State.

H. Washington County Agrees to cooperate fully with the State in the pursuit of litigation including but not limited to the furnishing of documents., records, reports, witnesses and other things to support the State's efforts. County officials shall be available for consultation and for consideration of necessary approvals without undue delay.

G. The suit against R. A. Hatch Co. and/or Industrial Indemnity shall be vigorously pursued and shall not be dismissed or settled unless mutually agreed by both Washington County and the State.

5. This agreement and any performance or other consideration given hereunder is not and shall not be construed to be an admission of liability by or on behalf of any party hereto but is solely for the purpose of compromising and settling disputed claims and counterclaims.

6. This Settlement and Release shall be effective upon execution by all parties hereto.

7. The parties hereto hereby declare that this Settlement and Release is fully understood and voluntarily accepted, that all the terms of this agreement are incorporated herein, and that this agreement is executed by the parties with knowledge of the facts and is not made in reliance upon any statement or representation of any person or entity, except as contained herein.

8. This settlement agreement shall be executed in two counterparts, both of which shall constitute one and the same instrument.

9. In the event either party breaches this agreement by failing or otherwise refusing to vigorously pursue claims against Hatch and/or Industrial Indemnity, or to do thing otherwise required then, immediately upon such failure to act, and without any further notice, this agreement shall constitute an assignment of all rights which the party may have against Hatch and/or Industrial Indemnity, and relating to the Project, to the party entitled to performance. Said assignment shall be made pursuant to all rights which the party has to assign such claims including, but not limited to, those set forth in ORS Chapter 190.

10. In the event of a breach of this Settlement and Release, the injured party shall be entitled to recover damages. In the event that an action is instituted to enforce or interpret any of the terms of this settlement agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees from the losing party both at trial and on appeal.

11. This Agreement may be specifically enforced. The remedies set forth in this Settlement and Release are alternative and the election of one remedy shall not preclude

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the enforcement of other remedies set forth herein or otherwise available by statute or at common law.

STATE OF OREGON

By______________________________________

Title:___________________________________

WASHINGTON COUNTY

By______________________________________

Title:___________________________________

9456

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 20, 1989

Robert J. Mulvihill
Schouboe, Marvin & Furniss
560 The River Forum
4380 S.W. Macadam Avenue
Portland, OR 97201-6408

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV

Dear Bob:

Attached is a copy of meeting minutes which I prepared to memorialize discussions about settlement between the State and Washington County. I added a paragraph at the end concerning the nature of the meeting and the minutes which I hope meets with your approval.

Pursuant to the obligations that I undertook at the meeting, I have contacted Kevin Kiely who is the attorney for Industrial Indemnity. Mr. Kiely has informed me that Industrial would like to explore the possibility of joining with the State and Washington County in disposing of the matter. Prior to deciding whether or not to commit itself, Industrial would like more details about the process and would like to meet separately with the State. The Industrial Indemnity involved are in San Francisco and will be unable to travel to Oregon until early July. I recommend that the parties go ahead with their meeting tentatively scheduled for June 23rd since it is my belief that any additional detail about the proposed settlement vehicle I can present to Industrial Indemnity will assist them in making the decision of whether or not to join the State and Washington County in a nonlitigated disposition of the dispute.

JP

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I look forward to seeing you on the 23rd. Would you please distribute the minutes to Bruce Warner, Jerry Palmeteer, and Mike Borreson.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

P.S. I received your letter concerning discovery. You are correct that discovery is in abeyance until we see if a settlement can be worked out.

WFC/wjp
3868T
Enclosure
cc: Don Forbes (w/encl)
    Don Adams (w/encl)
    David Jones (w/encl)
    Jim Huddleston (w/encl)
    Cynthia Carter (w/encl)

Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C88-0857-CV

Minutes of June 7, 1989 Meeting Between Washington County Transportation Officials and ODOT Officials

On June 7, 1989, a meeting was held in the Milwaukie offices of the Oregon State Highway Division. Present for the Highway Division were Mr. Don Forbes, Oregon State Highway Engineer; Mr. Don Adams, Region Engineer; Mr. Jim (Ira) Huddleston, Oregon State Highway Division; Mr. David L. Jones, Oregon State Highway Division; and Mr. William F. Cloran, Department of Justice. Present for Washington County were Mr. Bruce Warner, Mr. Jerry Palmateer, Mr. Mike Borreson, and Mr. Bob Mulvihill, of counsel for Washington County.

At the commencement of the meeting, Mike Borreson and Bruce Warner presented the State with a set of plans where the county's present reconstruction of 185th Avenue. Bruce Warner went over the plans to describe the work. He indicated that the county intended to leave intact all of the northbound travel lanes which were the subject of dispute between the State and the county. Mr. Warner further communicated that the county intended to bid the project in August and to build it in the fall. Mr. Warner then deferred to attorney Mr. Bob Mulvihill.

Mr. Mulvihill began the discussion of issues between the county and the State. Mr. Mulvihill reported that the county is convinced there is a problem with the CTB on the 185th project. Mr. Mulvihill indicated that in addition to looking at problems with CTB on the 185th Street project, the county was interested in exploring the feasibility of an effort on the part of the State and the county to examine CTB problems to determine the reason for failures, that the county would like increased input in the developing of plans and specifications, and that the county was interested in being named as an additional insured on bonds and insurance on future contracts. Mr. Mulvihill then turned the floor back to Mr. Bruce Warner.

Bruce Warner discussed the Washington County Transportation budget generally and indicated that the county was having some difficulty finding funding for construction and maintenance projects and had from time to time had to let maintenance go in the past. Mr. Warner emphasized the county's opinion that legal action was a last resort because the statute of limitations was approaching and also emphasized the county's concern of not being able to sue the bonding company directly. Mr. Warner emphasized that the county would like to find a way to settle the lawsuit and that he wished to emphasize five points which were:

1. Mr. Warner did not feel that the CTB should be failing four years after the pavement was built.

2. That the county found the CTB to be unsatisfactory and was no longer using it.

3. In pursuing a settlement the county was willing to look at other things, for example, Murray Road and to look toward achieving settlement of all outstanding issues.

4. Washington County has a serial levy upcoming to fund road improvements.

5. The county was interested in input to future projects.

A general discussion of points raised by Washington County then ensued. Mr. Don Adams, Region Engineer, was principal spokesman for the Highway Division. The division indicated that it was generally interested in working with Washington County, but that it saw things differently from the county concerning the alleged pavement failure. Mr. Jim Huddleston gave a brief description of the State's perception of the pavement and there ensured a general discussion involving Mr. Forbes, Mr. Adams, Mr. Huddleston, Mr. Jones, Mr. Warner, Mr. Borreson, and Mr. Palmateer concerning whether or not a present examination of the CTB could conclusively establish the cause of failure. The State did not believe that it would do so conclusively, while the county held out more hope.

Attorneys Cloran and Mulvihill then discussed in principal whether or not there was any objection to having the party named as an additional insured on insurance company policies in connection with the job and as an additional obligee on the surety. Neither attorney believed that there was a substantial legal reason why that could not be done, but expressed the opinion that the matter would have to be explored further with the sureties. The Highway Division indicated that it agreed that both initial planning of projects and major change orders should be closely coordinated with cities and counties which had a financial stake in projects being administered by ODOT and that efforts would be redoubled to see that this was done.

After a short break for consultations, parties returned to the conference table and Washington County put forward the following proposal for exploration.

1. The State and the county would agree jointly to explore the reasons for pavement distress perceived by the county and its consultants at 185th Street. The county proposed that the State attempt to hold the contractor or its surety liable in the event that a failure was found to be the cause and the failure had to do with the construction of the cement treated base. If a failure was found, but the failure related to construction engineering or design performed by the State or the county, no further action would be taken by either party.

2. That in future contracts involving Washington County as a contributor to the financing of the project, the county would be named as an additional insured on policies of insurance and as an additional beneficiary of the bonds.

3. The State and county would work together to more closely coordinate the design of projects and the issuance of construction changes.

4. That a financial settlement be reached on the Murray Road dispute.

The State responded initially through Don Adams, Region Engineer, suggesting that Murray Boulevard be considered as a separate issue. Mr. Adams proposed that in lieu of point 4 the State and the county explore the feasibility of the State extending its Sunset Highway interchange project southward on 185th to meet the end of county pavements without flares or tapers.

The State's attorney Cloran suggested that Industrial Indemnity be approached to determine whether or not Industrial wished to be involved as R.A. Hatch's surety in the selection of a consultant provided that Industrial would agree in some fashion to be bound by the results of the consultant's study. The State's responses were discussed and were agreeable in principle. The conferees agreed that in preparation for a second meeting to be held at the Highway Division offices in Milwaukie commencing at 8:30 a.m. on Friday, June 23rd, each of them would take the following steps:

1. Washington County would attempt to lay out the framework for the parties to select a consultant and try to establish a scope of work and time period for the consultant to perform studies and to prepare a report.

2. Highway Engineer Don Forbes would explore the feasibility of naming the county as an additional insured on policies of insurance obtained by the contractor and as an additional obligee on performance and payment bonds.

3. Attorney Cloran agreed to take up the matter of participation in the settlement being explored with Industrial Indemnity and its attorneys.

4. Mr. Cloran agreed to prepare minutes of the meeting in a narrative form for distribution to participants.

All parties agrees at the commencement of the meeting that the purpose of the meeting was to discuss the potential for settlement of a litigated case and that the matters discussed in the meeting and the opinions expressed were not to become the subject of evidence to be given as a part of the case. These minutes are intended as a working document to allow the parties to continue exploration of settlement and are not a reflection of binding agreements reached if and when such agreements are reached it is the intention of the parties to memorialize them in a settlement agreement. The meeting adjourned at 4:50 p.m.

WFC/wjp
3866T

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

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June 9, 1989

Mr. Robert J. Mulvihill
Schouboe, Marvin & Furniss
560 The River Forum
4380 S.W. Macadam Avenue
Portland, Oregon 97201-8408

cys - [illegible]
Husky (Const.)
Potter
Lasley

Done 6-14-89
LRS

7

Re: Washington County v. R. A. Hatch Co., et al.
Washington County Circuit Court No. C8808-57CV

Dear Mr. Mulvihill:

On Monday, June 5, your objections to defendant's request for production of documents were received in this office. I have reviewed the objections pursuant to Uniform Trial Court Rule 5.010. With regard to your first objection we have previously spoken on the phone. I accept at face value your representation that the request did not arrive at your offices until May 25, 1989. Under the circumstances, I am willing to grant you an extension until June 30 within which to comply if you indicated that you are willing to do so.

With regard to your objection number 2, I agree with you that ORCP Rule 43 makes no provision for a continuing request. It is my belief that your objection is valid. I accept the interpretation and you should consider the request for production as being for those things in existence on May 19, 1989. I trust this also disposes of your prior "continuing request" made upon the state.

Your third objection is contrary to ORCP Rule 43. You are required both by the rule and by case law to make a summary identification of any responsive document withheld so that the opposing party may request that it be considered in camera. We have done this for you in response to requests. You are required to do it. Should you fail to do so I will seek appropriate relief from the court.

With regard to your objection to request number 4, the state has no desire to examine documents which are clearly attorney work product; that is, authored by the attorney for use in litigation, nor do we have any desire to examine consultant reports which are performed by a consultant under contract to Schouboe, Marvin & Furniss or to yourself and which were produced for the purposes of litigation. We concede that other documents may fall within the work product privilege but that it is generally necessary to demonstration indica that those documents are the product of the mental process of the attorney acting through intermediaries, otherwise the documents are discoverable. Please produce documents answering the description or submit a brief description of the document together with its date of generation and the reason you believe that it comes within the work product privilege. With regard to the remainder of things discussed in your objection number 4, I invite your attention to ORCP Rules 36 and 43. You are absolutely required to produce documents or things which contain evidence or may lead to evidence if they fall within the categories identified. The description, "contain evidence or may lead to evidence" in the rule leaves considerations of relevance and materiality entirely aside. Your objection is not well taken. The rule and the companion federal rule require that you produce documents answering the request.

With regard to your objection number 5 we seem to be in somewhat of a quandry. If Washington County has indeed produced all the documents within its possession, it would appear that you concede that there are no documents or things which support the allegation of Washington County that the cement treated base in question was installed in a negligent manner since no documents whatsoever were produced describing or discussing the manner of installation of cement treated base. It would also appear that you concede that Washington County has no evidence that OSHD failed to inspect the construction work connected with the installation of cement treated base since no documents were presented at all concerning the frequency or sufficiency of inspection. We further note that plaintiff Washington County must concede that contractor R. A. Hatch used proper materials in manufacturing, mixing, installation, and construction in preparation of cement treated base since no documents were presented in prior discovery which concern the materials used. We note the same with regard to allegations of improper mix design and improper aggregate. We were also presented with nothing concerning the timing of automobile traffic nor reports by Washington County or any other source concerning overbleeding of the base. We saw no documents concerning the evaluation of the state's engineering services, nor did we see any documents or things which in any way indicate that Oregon had promised to produce a pavement with a useful life of not less than 20 years. If your objections are accepted at face value and Washington County has indeed produced all that it has that is free of privilege in discovery, the state's belief that this action is baseless would appear to be well founded.

In your prior submission of material for inspection I noticed with interest the absence of diaries or reports by Mr. Mike Borreson who is Washington County's designated representative to the R. A. Hatch project and who was charged with overseeing the county's interest. It is universal practice in the construction industry for persons in Borison's position to keep a diary. Neither a diary nor daily reports were produced. Please reconsider your position and respond by the 30th.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/rag
3557T
cc: Don Forbes
Don Adams
Cindy Carter

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 24, 1989

Mr. Jim Britton
Asphalt Pavement Assoc.
3747 Market Street N.E.
Salem, OR 97301

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C880857-CV

Dear Mr. Britton:

Thank you for your interest in the Washington County v. R.A. Hatch matter. Pursuant to our telephone conversation, I am enclosing copies of the initial complaint, the answer filed by the State and the amended complaint. An amended answer has not yet been filed. As you can see from the amended complaint the Highway Division is taking some additional "heat" from Washington County over its refusal to sue Hatch and its bonding company unless and until the State is satisfied that either Hatch or the bonding company did something which would merit suit against them.

There are several pavement studies that have been furnished to us in discovery or which have been performed by state employees, along with some core samples or photographs of them, and a number of photographs of the roadway. Should you be interested in examining this material, I may be able to arrange it. Contact me at 378-6313. It was a pleasure to discuss the case with you in general terms. I am sure that my client welcomes your interest in matters that become a concern to the users of your products.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
2169T
Enclosures
cc: Don Forbes
Don Adams
Cynthia Carter

cys: Anhorn
Husby

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P.S. This gentleman called me from the Asphalt Pavement Association expressing some interest on the part of the association in the Washington Co. v. R.A. Hatch case. I agreed at our expense to furnish him with copies of the primary pleadings (he was willing to go to Washington County to get them himself had I not been able to). The association seems to be of the opinion that Washington County is maligning their product, that competitors may be pushing PC pavement as an alternative to AC using the Washington County experience as an example. It appeared from our brief conversation that Mr. Britton and the association might be willing to support our position that there was nothing wrong with Hatch's pavement provided the technical data bears that out. Such support would be less costly and more credible than we could get from many expert witnesses (we may nonetheless have a non-state expert). On the basis of the foregoing, I have decided to do a little "wooing" of Mr. Britton and the association.

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

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[illegible]
by Tues., 4-25.

Discuss w/ [illegible] and D. Adams
over the phone + have [illegible]
[illegible] by Tues. ?

Don - [illegible]
I have not [illegible]
[illegible]

Adams has responded.

DONALD E. FORBES

April 18, 1989

Don Forbes
State Highway Engineer
Highway Division
102 Transportation Building
Salem, Oregon 97310

Don Adams
Region 1 Engineer
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV

Gentlemen:

Enclosed please find a letter from Mr. Robert Mulvihill dated April 13, 1989, a copy of my interim response to that letter, and a copy of an amended complaint that Mr. Mulvihill desires to file. ORCP Rule 23 concerns amended and supplemental pleadings and permits amendment up to and including the time of trial. I have consented to the amended complaint since it would be pointless to do otherwise. The amendment itself is flawed and we will conduct appropriate motion practice concerning it. With regard to these materials please do the following:

1. Examine Mr. Mulvihill's letter of April 13, 1989 and advise me as to how you wish to proceed. I have been previously informed that the State does not consider either its performance or Hatch's to be defective in any manner and feels no need for a third party evaluation to confirm or deny this. If I am correct I would be disinclined to recommend that you pursue mediation, arbitration or resolution of the dispute by a third party technical consultant.

2. Mr. Mulvihill's numbered paragraph 2 is a clumsy way of asking us to consent to Washington County's tearing up of the roadway in return for the right to examine the material as it comes up. I have cautioned Mulvihill against doing this without our agreement in advance, however, I see little prejudice to be encountered in granting permission provided that we have consultants and technical people available to

examine the road and the subgrade as they are torn up. Please advise whether you wish to agree to the procedure outlined in numbered paragraph 2 of Mr. Mulvihill's letter and provide the names of possible consultants so that we can get someone on board expeditiously.

3. I've enclosed a copy of the amended complaint. Several areas of it demand additional examination and commentary on your part. Please examine paragraph 12, particularly subparagraphs 12a, 12b, 12c, and 12e. Subparagraphs 12a, 12b, and 12c are new allegations. Please review them and advise me as to whether or not there is any truth in them. I understand that we do not agree with 12d and have previously denied 12e. Please re-examine 12e to be sure that our denial is proper. The allegations of paragraphs 12a, b, and c are repeated in paragraph 16. Please examine paragraph 16 and provide some more information. New allegations requiring comment are also contained in paragraph 22 of the amended complaint. Please advise me concerning that paragraph and whether the allegations contained therein are correct or incorrect.

The amended complaint smacks of a fit of pique on plaintiff's part. Washington County is coming under increased pressure from the press to make an end to the matter and their attempts to bring us into court in association with the surety has fallen on difficult going. The pressure on the county will increase as the developer wishes to continue its development on the west side of 185th Avenue. I believe that we are best served by continuing on toward litigation a while longer.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Please respond to these requests by April 25, 1989.

Very truly yours,

William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
1991T
Enclosures
cc: Cynthia Carter

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

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April 18, 1989

Robert J. Mulvihill
Schouboe, Marvin & Furniss
560 The River Forum
4380 S.W. Macadam Avenue
Portland, OR 97201-6408

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV

Dear Bob:

I am in receipt of your letter of April 13, 1989. It arrived on April 17th and has a second page dated April 7th. I am unsure as to whether I have portions of two letters or one letter with confusing dating. Could you please check. I enclose a copy of what I received.

I have forwarded the letter in the form received to my client for comment on the matters contained in the first page dated April 13, 1989.

At this time Washington County should undertake destruction of existing pavement and subsurface of 185th Avenue only in those areas for which it intends to make no claim. The pavement and sub-base are evidence in the case that you have filed; willful or knowing destruction of them may result in prejudice to the State's defense. While I do not anticipate seeking a court order preventing the county from taking any contemplated action, I am unprepared to stipulate to destruction or alteration of the roadway. Should you or your client countenance the destruction of evidence without the State's agreement by formal stipulation, you should expect an application for appropriate sanctions including but not limited to the dismissal of your suit.

With regard to deposition dates for the month of May, I am presently available May 10th, 11th, and 12th, 16th, 17th, 18th and 19th. In June I am available only June 5th through June 9th. My availability does not guarantee the availability of the deponents. To do any further scheduling you must notify me of the people whom you wish to depose and perspective dates. We anticipates that depositions will alternate. That is, that the deposition of each State person will follow with the deposition of a Washington County person. We wish to begin with the deposition of Bonnie Hays and continue with members of the county's engineering staff.

I will respond to you further concerning possible forums for resolution of the dispute and pavement examination once I have received input from my client.

Very truly yours,

William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
1988T
Enclosure
cc: Don Forbes
Don Adams
Cynthia Carter

SCHOUBOE, MARVIN & FURNISS
ATTORNEYS AT LAW
560 THE RIVER FORUM
4380 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201-6408

L. M. SCHOUBOE
JAMES H. MARVIN
ANTHONY W. FURNISS
DOUGLAS C. FARRELL
GLEN S. SHEARER
GREGORY J. LEINEWEBER
ROBERT J. MULVIHILL
RICHARD M. WALSH

AREA CODE 503
TELEPHONE 243-2608

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April 13, 1989

Mr. William Cloran
Attorney in Charge, Contracts Section
Department of Justice
Justice Building
Salem, Oregon 97210

Re: Washington County v. R. A. Hatch, et al
Washington County Circuit Court No. C8808-57CV

Dear Bill:

I have recently been notified by Washington County that it appears that a substantial development project will be constructed along the west side of 185th Avenue during this coming summer. As a result, the County intends to reconstruct a goodly portion of the southbound lane of 185th Avenue within the area involved in our ongoing litigation. As a result, it will be feasible to conduct a detailed examination of the pavement section in order to determine what defects, if any, exist. Presumably, such an investigation will also assist in reaching a conclusion concerning the cause of the pavement defects.

With this in mind, I would like you to consider the following possibilities concerning the following alternative dispute resolution procedures which we might agree to use.

1. The State and County could share in the cost of hiring an independent consultant to examine the pavement and could agree to be bound by his decision;
2. Both the State and the County could hire their own independent experts to examine the pavement and the present litigation would continue;
3. Arbitration; and
4. Mediation.

The County would be willing to consider all of the above possibilities. Please let me know if the State would be willing to agree to any of the above procedures in lieu of proceeding to trial.

I will provide you with a copy of the plans for the reconstruction of the southbound lanes as soon as they are available. I will also provide you with a schedule for the work as soon as one is established. In the meantime, I will look forward to receiving your response to this letter. In addition, since we have now had the opportunity to review the documents which are available, I believe we should schedule the first round of depositions for May and June. Please let me know the deposition dates which fit into your schedule.

Very truly yours,

SCHOUBOE, MARVIN & FURNISS

Robert J. Mulvihill

RJM/jf

cc: Mr. Dan Olsen

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

WASHINGTON COUNTY, a political subdivision of the State of Oregon, Plaintiff, vs. R. A. HATCH CO., an Oregon corporation; INDUSTRIAL INDEMNITY COMPANY, a California corporation; and the STATE OF OREGON, Defendants.	NO. C 880857CV SECOND AMENDED COMPLAINT (Breach of Contract, Negligence, Breach of Fiduciary Duty) Plaintiff demands trial by jury.

Plaintiff alleges as follows:

Factual Background For All Claims

1.

Plaintiff is a political subdivision of the State of Oregon. Plaintiff is the owner of that roadway known as Northwest 185th Avenue, located between Walker Road and Sunset Highway in Washington County, Oregon.

2.

On or about June 5, 1980, defendant State of Oregon, acting by and through its Department of Transportation (hereinafter "State"), entered into an agreement whereby defendant State was to provide engineering design services, prepare plans and specifications, prepare the contract documents, advertise for bids, award all contracts, and furnish all construction engineering, material testing, technical inspection, and resident engineer services for administration of that certain construction

EXHIBIT A
PAGE 1

project comprising improvements to Northwest 185th Avenue between Sunset Highway and Walker Road (hereinafter "the Project"). The project was funded in part by a federal grant and, pursuant to the terms of the grant, all of the engineering services set forth above had to be provided by the State through its Department of Transportation. Defendant State proceeded to provide the above set forth services. The services provided by defendant State were to comply with all applicable State of Oregon and federal requirements and standards and was to result in a pavement with a useful life of not less than twenty (20) years.

3.

At all times material hereto, defendant R. A. Hatch Co. (hereinafter "Hatch") was and now is an Oregon corporation duly organized and existing under the laws of the State of Oregon. On or about April 14, 1982, defendant Hatch and defendant State entered into an agreement whereby Hatch was to construct the paving improvements comprising the Project. Defendant Hatch completed construction sometime during 1983.

4.

At all times material hereto, Industrial Indemnity Company (hereinafter "Industrial Indemnity") was and is a California corporation duly authorized to engage in the business of executing surety bonds in the State of Oregon. On or about April 14, 1982, pursuant to the terms of the above contract, defendant Hatch, as principal, and defendant Industrial Indemnity, as surety, executed

EXHIBIT A
PAGE 2

and delivered to defendant State their Performance Bond, a copy of which is attached hereto as Exhibit A. The form of the performance bond was prepared by and required by the State. Said bond indemnifies and saves harmless the State of Oregon, its officers, employees, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the construction of the project by defendant Hatch or his subcontractors.

For a FIRST CLAIM FOR RELIEF against defendant Hatch, plaintiff alleges as follows:

(Count One - Breach of Contract)

5.

Re-alleges paragraphs 1 through 3 herein.

6.

Plaintiff is a political subdivision of the State of Oregon entitled to bring this action against Hatch for breach of the contract set forth in paragraph 3 herein between Hatch and the State. In the alternative, at all times material hereto, plaintiff was acting as principal and the State was acting as plaintiff's agent. In the further alternative, plaintiff is a third-party beneficiary to the Hatch/State agreement.

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EXHIBIT A
PAGE 3

7.

An implied term of the Hatch/State agreement was that Hatch would perform all work under its contract in a good and workmanlike manner.

8.

Defendant Hatch breached its contract by failing to construct the cement treated base portion of the roadway in accordance with the plans and specifications and further breached its contract by failing to construct the cement treated base in a good and workmanlike manner including, but not limited to, the following particulars:

a) Failed to utilize the proper mix;

b) Failed to use the proper type of aggregate;

c) Failed to install or failed to properly install a sealant after the cement treated base had been laid;

d) Allowed construction equipment and automobile traffic to travel on the cement treated base before the cement treated base had adequate strength to withstand such loads;

e) Over-bladed the cement treated base during its installation, such that improper segregation of materials resulted.

9.

As a result of defendant Hatch's breaches set forth above, plaintiff must make repairs to the pavement which it would not otherwise have had to make in the amount of $800,000.

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/////

EXHIBIT ......A.........
PAGE ......4.........

10.

In all material respects, plaintiff has performed all conditions precedent on its part to be performed.

(Count Two - Negligence)

11.

Re-alleges paragraphs 1 through 3 herein.

12.

Defendant Hatch was negligent in constructing the cement treated base in one or more of the following particulars:

a) Failed to utilize the proper mix;

b) Failed to use the proper type of aggregate;

c) Failed to install or failed to properly install a sealant after the cement treated base had been laid;

d) Allowed construction equipment and automobile traffic to travel on the cement treated base before the cement treated base had adequate strength to withstand such loads;

e) Over-bladed the cement treated base during its installation, such that improper segregation of materials resulted.

13.

As a result of defendant Hatch's negligence, plaintiff will have to make certain repairs to Northwest 185th Avenue which it would not otherwise have had to make in the amount of $800,000.

14.

On or about April 9, 1987, Pavement Services, Inc. published a report which stated that the cement treated base underlying portions of Northwest 185th Avenue between Walker Road and Sunset Highway was approaching failure. Prior to April 9, 1987, plaintiff did not know and had no reason to know that the cement treated base constructed by Hatch was constructed in a negligent and defective manner.

For a SECOND CLAIM FOR RELIEF against defendant State, plaintiff alleges:

(Count One - Negligence)

15.

Re-alleges paragraphs 1 through 3, 7 through 9, and 12 through 14 herein.

16.

The State performed its obligations to provide engineering design services, prepare plans and specifications, furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of construction of the project in a negligent manner in ways including, but not limited to, one or more of the following particulars:

a) Prepared plans and specifications which allowed the cement treated base to be installed by means of blading;

b) Failed to properly inspect the construction work to assure that construction of the cement treated base complied with the project plans and specifications and that construction of the cement treated base was performed in a good and workmanlike manner. More particular, defendant State:

    1) Failed to discover that the contractor was using improper materials, allowed the use of such improper materials and failed to require the

contractor to remove such improper materials from the project. The improper materials include an improper mix for the cement treated base and an improper type of aggregate used in the cement treated base;

2) Failed to require the contractor to place a proper sealant on top of the cement treated base;

3) Allowed construction equipment and automobile traffic to travel on the cement treated base before the base had reached a sufficient strength to allow such loads; and

4) Allowed the contractor to improperly install the cement treated base by over-blading the base and thereby causing segregation of materials.

c) Failed to make proper or sufficient tests of all material used to construct the cement treated base and failed to make proper or sufficient tests of the cement treated base after it had been installed to determine if it was adequate.

17.

As a result of the State's negligence as set forth herein above, plaintiff will be required to make certain repairs to the roadway which it would not otherwise have had to make in the amount of $800,000.

18.

Pursuant to ORS 30,275, plaintiff gave defendant State notice of this claim by letter dated and mailed July 30, 1987, to the Director of the Department of General Services for the State of Oregon.

/////

/////

/////

(Count Two - Breach of Contract)

19.

Re-alleges paragraphs 1 through 4, 7 through 9, and 12 through 13 herein.

20.

As set forth in Paragraph 2 herein, the State contracted to provide all engineering services related to the design and construction of the project. As engineer for the project, one of the State's obligations was to take all steps necessary to see that the construction of the project was completed free of defects. The State was further obligated to inspect the project and should have discovered that defects existed in the cement treated base. After discovering the defects, the State was obligated to protect the interests of the County and to take all steps necessary to have the defects repaired. Because the defects are of a nature which Industrial Indemnity, a surety on the construction bond, is liable, the State was obligated to pursue all potential bond claims against Industrial Indemnity.

21.

On or about April 9, 1987, plaintiff discovered that certain defects existed in the project. Although the roadway comprising the project was to have a useful life of not less than twenty (20) years, it was discvoered that the useful life would be substantially lower. More specifically, the useful life of the roadway would be substantially less than 20 years because of

EXHIBIT A

PAGE 8

defects in the cement treated base portion of the roadway as set forth in paragraph 8 herein.

22.

Defendant State breached its agreement with plaintiff in one or more of the following specifics:

a) By failing to provide engineering services which complied with all State of Oregon and federal requirements and standards and by failing to provide services that resulted in a pavement of a useful life of not less than twenty (20) years; and

b) Plaintiff notified the State of the alleged defects by letter dated and mailed July 30, 1987 and provided the State with additional notice of the defects by service of this Complaint. By letter dated January 25, 1989, plaintiff demanded that the State, acting as plaintiff's engineer and agent, and as the named obligee on the construction bond provided by R. A. Hatch Co., take immediate steps to hold Industrial Indemnity, as surety, responsible for the cost of repairing all defects in the Hatch project and that the State further immediately take all steps necessary to enforce any and all rights which the plaintiff and/or the State might have pursuant to the terms of the construction bond. In spite of the fact thsat defendant Hatch, the general contractor, is no longer in business and has no assets, and in spite of the further fact that the Court has ruled that plaintiff may not pursue its bond claims directly against Industrial Indemnity, the State has willfully and intentionally and wrongfully refused to pursue any claims against Industrial Indemnity under the bond. Said refusal constitutes a breach of the plaintiff/State agreement.

23.

As a result of defendant State's breaches, as set forth above, plaintiff will be required to make certain repairs to the roadway which it would not otherwise have had to make in the amount of $800,000.

24.

If the State pursued plaintiff's claims on the bond against Industrial Indemnity, plaintiff would not have to incur the attorneys' fees associated with this litigation and the State would be entitled to recover its attorneys' fees from Industrial Indemnity pursuant to ORS 743.114. Because of the State's failure to pursue the bond claims, plaintiff has incurred legal costs which it otherwise would not have incurred and which would otherwise have been recoverable from Industrial Indemnity. Accordingly, plaintiff is entitled to recover from defendant State its reasonable attorneys' fees incurred herein.

25.

In all material respects, plaintiff has performed all conditions precedent on its part to be performed.

(Count Three - Breach of Fiduciary Duty)

26.

Re-alleges paragraphs 1 through 4, 21 and 24 herein.

27.

As set forth in paragraph 2 herein, the State agreed to provide all engineering services relating to the design and construction of the project. In such capacity, the State was at all times acting as agent for plaintiff, which was the owner of the project roadway. As agent for plaintiff, defendant State had a fiduciary duty to plaintiff to act with the utmost of good faith, to act solely for the benefit of the plaintiff, and generally to protect plaintiff's interest relating to the construction of the project.

28.

Although plaintiff has demanded that the State take all steps necessary to correct project defects including, but not limited to, pursuing any and all claims which the plaintiff and/or the State might have against Industrial Indemnity, as surety on the bond, defendant State has intentionally, willfully and wrongfully refused to do so. The State has refused to take the action demanded in spite of the fact that Hatch, the general contractor, is no longer in business and has no assets and in spite of the further fact the Court has ruled that plaintiff may not pursue its bond claims directly against Industrial Indemnity. Said acts and failure to act constitute an intentional breach of defendant State's fiduciary duty to plaintiff.

29.

As a result of defendant State's fiduciary duty, as set forth above, plaintiff will be required to make certain repairs to the roadway which it would not otherwise have had to make in the amount of $800,000.

WHEREFORE, plaintiff prays for judgment as follows:

1) On its First Claim for Relief, for judgment against defendant Hatch in the amount of $800,000;

/////

/////

2) On its Second Claim for Relief, for judgment against defendant State of Oregon in the amount of $800,000, plus its reasonable attorneys' fees incurred herein;

3) For its costs and disbursements incurred herein; and

4) For such other and further relief as the Court may deem equitable.

SCHOUBOE, MARVIN & FURNISS

Robert J. Mulvihill OSB #84308
Of Attorneys for Plaintiff

Trial Attorney:
Robert J. Mulvihill OSB #84308

EXHIBIT A
PAGE 12

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS That we
R. A. Hatch Co., an Oregon corporation, by and through its corporate officials doing business at Bend (P. O. Box 201), Oregon 97709

as principal, and

INDUSTRIAL INDEMNITY COMPANY,
a California corporation

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of
One Million One Hundred Sixty-Eight Thousand Five Hundred Sixty-Eight Dollars

($1,168,568.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

EXHIBIT ....A.... EXHIBIT ....A....
PAGE ....1.... PAGE ....13....

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 14th day of April, 1982

R. A. Hatch Co.
Principal

By Robert Hatch Pres.

By Suzanne C. Hatch

Principal

By

By

Industrial Indemnity Company
Surety

By James F. Durby
Attorney in Fact James F. Durby

By Corroon & Black of Oregon
Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Diane E. Koenig

EXHIBIT A EXHIBIT A
PAGE 2 PAGE 14

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: October 14, 1988

In Reply Refer to File No.:
CON 5
9456

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kenneth E. Husby

FROM: Kenneth E. Husby
Construction Engineer

SUBJECT: Order for Force Work - Litigation
Complaint No. C8808 57 CV
Washington County vs. State of Oregon, et al
Sunset Highway-Walker Road (NW 185th Ave.)
Contract No. 9456
FAP No. IX-9043(3)

The attached State Force Order No. 7 is written to set up an account to prepare defense against Washington County's complaint filed against the State of Oregon on or around September 18, 1988.

This order is in the amount of $15,000 with federal participation amounting to 85 percent, or $12,750.

It has been determined to be cost effective and in the public interest to do this work with State forces. Your concurrence is requested.

A copy of the complaint has been previously forwarded to you.

KEH:SL:mk

cc: Bill Anhorn
Cam Gilmour

10132m

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REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

HIGHWAY DIVISION

ORDER FOR FORCE WORK

EA: C234-1158

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	("SFO") ORDER NO. 7
PROJECT NAME (SECTION) Sunset Highway - Walker Road	CONTRACT NO. 9456
HIGHWAY NW 185th Avenue — COUNTY Washington	ACTIVITY ~~OR OBJECT DETAIL~~ CODE 286
Litigation Complaint No. C8808 57 CV	F.A. PROJECT NO. IX-9043(3)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Defend against litigation complaint C8808 57 CV filed by Washington County against the State of Oregon.

ESTIMATE OF QUANTITIES AND COSTS:

$15,000.00

EXPLANATION:

Legal and engineering fees beyond normal expenses will be incurred by Department of Justice and this Division to defend the State in this complaint. It is in the best public interest to use State Forces for this work.

SUBMITTED BY Steve Littrell Contract Claims Coordinator S J Littrell TITLE	DATE 10/7/88	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
APPROVAL RECOMMENDED BY Steve Littrell Contract Claims Coordinator S J Littrell TITLE	DATE 10/7/88	~~REGION OR~~ APPROVED BY CONSTRUCTION OR TRAFFIC Kenneth E Husby	DATE 10/7/88

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 4, 1988

Richard K. Hansen
Schwabe, Williamson & Wyatt
Pacwest Center, Suites 1600-1800
1211 S.W. Fifth Avenue
Portland, Oregon 97204-3795

Robert J. Mulvihill
Schouboe, Marvin & Furniss
560 The River Forum
4380 S.W. Macadam Avenue
Portland, OR 97201-6408

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W

Re: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV 10-10

cy: Ken Husby
Don Adams

Gentlemen:

Our office was formally served with the complaint in this matter on September 27, 1988. During the last week I have been in contact with you both by telephone or in person. I have also requested that the State Highway Division attempt to assemble records concerning the R.A. Hatch project on 185th from Sunset Highway to Walker Road. Since this was a job completed some time ago, we are uncertain as to what records remain. In order to simplify discovery and lower the cost of litigation I suggest the following:

1. As soon as the Highway Division is reasonably certain that it has corralled the records that remain in existence we will make available to counsel for Washington County and counsel for Industrial Indemnity and R.A. Hatch the records that we have together with copies of our policies concerning the retention and destruction of records. This will be done without the need for a formal request for production from either of you and we intend to make available all records not covered by attorney-client privilege concerning the job itself. Once you have had the opportunity to review records we would ask that each of the parties submit, in writing, a request for such additional documents as you believe that we may have that have not been made available. This need not be in the form of a formal request for production; a letter will be sufficient.

2. We will reproduce such materials for you as you request using normal procedures for marking the materials. We will bill you the Department of Transportation's standard rate for the reproduction.

I would ask that counsel for Washington County, Mr. Mulvihill, take steps to gather together and isolate all Washington County documentation concerning that stretch of 185th Street including but not limited to:

1. Right of Way deeds, grants and easements for the area of right of way in question.

2. Contracts and design documents showing the soil conditions of native ground and the construction of all prior roadways and improvements which have occupied the site.

3. Records of improvements or franchises granted to utility companies, private citizens or others for utilities, improvements or drains, curbs or sidewalks located in or upon portions of the right of way.

4. The Washington County Capital Improvements Plans and the Washington County Comprehensive Plan concerning the stretch of roadway in question from 1980 to present.

5. Washington County transportation studies concerning that area, Cornell Road and the Sunset Corridor.

6. All design information furnished to the state in connection with R.A. Hatch's project to improve 185th Street from the Sunset Highway to Walker Road.

7. All design information including traffic loadings, and projected traffic for present and projected projects to improve 185th Street between the Sunset Highway and the TV Highway. Also the work done by any consultant with regard to the condition of the existing roadway.

8. Copies of all records and memoranda and minutes of meetings generated by county officials or commissioners concerning the section of 185th between Walker Road and the Sunset Highway between 1980 and the present.

We would also request that counsel for Industrial Indemnity secure and make available for review the records of the R.A. Hatch, Co. concerning this job. We believe those records may have been stored within the last year at a warehouse location near Columbia Blvd. We would request that those records be made available to counsel for the State and

Washington County on the same basis as we are making our records available.

The State intends to make its records available informally regardless of the course of action that other parties may take simply because we believe that it is more cost effective to do so. I hope that you share our opinion and that we can informally get preliminary discovery steps out of the way.

There is one more point of concern that I would like to raise with you both. Mr. Mulvihill has presently filed the suit in Washington County. I have recently observed some considerable difficulty in getting civil cases heard in Washington County in a timely manner. There is a reasonable basis for a change of venue either to Marion County or Multnomah County, both of whom have a better record for getting matters heard promptly. Marion County is of course a convenient venue for us but inconvenient for both of you. Multnomah County has the advantage of having available Judge Kristena LaMar's alternative dispute resolution program which I believe to be the best that I have seen. Frankly, Washington County has an excellent bench and fine citizens for a jury panel. Unfortunately it has a poor record of moving matters through to trial in civil cases. Multnomah County and Marion County also both have excellent benches for this type of litigation. In the past Judge Londer has shown himself amenable to alleviating the lack of civil experience of some of his bench by assigning these kinds of cases to judges that have commercial litigation experience and Judge LaMar's program is a positive asset. Venue for this matter is proper in the county where either defendant resides and I would consider a change of venue to Multnomah County to be in our best interest if a disposition of the case in less than two years time is wanted. Please advise me on these matters within 10 days if you would.

Very truly yours,

/s/ William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
5422T

cc: Cindy Carter
Bryant Jackmond
Don Adams

J

SCHOUBOE, MARVIN & FURNISS
ATTORNEYS AT LAW
560 THE RIVER FORUM
4380 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201-6408

L. M. SCHOUBOE
JAMES H. MARVIN
ANTHONY W. FURNISS
DOUGLAS C. FARRELL
GLEN S. SHEARER
GREGORY J. LEINEWEBER
ROBERT J. MULVIHILL
RICHARD M. WALSH

AREA CODE 503
TELEPHONE 243-2608

August 22, 1988

Industrial Indemnity Company
c/o James F. Billy, Registered Agent
421 S. W. Sixth Ave., Suite 600
Portland, Oregon 97204

Re: R. A. Hatch Co./Washington County

Dear Mr. Billy:

I represent Washington County in the above referenced matter. The County is the owner of the street known as Northwest 185th Ave.

By contract dated April 14, 1982, R. A. Hatch Co. agreed to provide certain construction services relating to the grading, paving and signals of Northwest 185th Ave. between Walker Road and Sunset Highway. Industrial Indemnity Co. provided a performance bond relating to this work in the amount of $1,168,568.00. The bond is dated April 14, 1982 and I am enclosing a copy of the bond for your information.

Construction of the work was performed by your principal, R. A. Hatch Co., during 1982 and 1983. In April of 1987, Washington County first became aware that portions of the pavement were failing. It appears that the failure of the pavement is related to a failure of the cement treated base. It further appears that the problems associated with the cement treated base are attributable to defective work performed by R. A. Hatch Co.

It appears that the cost to repair the defective work will be in excess of $800,000.00. It is the intention of Washington County to hold the R. A. Hatch Co. and Industrial Indemnity Co., as Hatch's surety, responsible for the cost of repairs.

Sent 8/25 cys: [illegible]

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Please feel free to contact me if you have any questions or would like to discuss this matter further.

Very truly yours,

SCHOUBOE, MARVIN & FURNISS

for Robert J. Mulvihill

RJM/jf

cc: R. A. Hatch Co.
c/o Levi Smith, Registered Agent
200 Market Building, Suite 453
200 S. W. Market
Portland, Oregon 97201

cc: Robert A. Hatch, President
R. A. Hatch Co.
14751 N. E. Stanton Ct.
Portland, Oregon 97230

cc: Corroon and Black of Oregon
1600 S. W. Fourth Ave.
P. O. Box 8699
Portland, Oregon 97207

cc: Dan Olsen, Chief Assistant County Counsel
Washington County, Oregon
150 N. First St.
Hillsboro, Oregon 97124

cc: Director
Department of General Services
1225 Ferry St.
Salem, Oregon 97301

cc: Robert Bothman, Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we
R. A. Hatch Co., an Oregon corporation, by and through its corporate officials doing business at Bend (P. O. Box 201), Oregon 97709

as principal, and

INDUSTRIAL INDEMNITY COMPANY,
a California corporation

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of One Million One Hundred Sixty-Eight Thousand Five Hundred Sixty-Eight Dollars

($1,168,568.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 14th day of April, 1982

R. A. Hatch Co.
Principal

By Robert Hatch Pres.

By Suzanne Hatch Sec.

Principal

By

By

INDUSTRIAL INDEMNITY COMPANY
Surety

By James F. Durby
Attorney in Fact ~~James~~ James F. Durby

By Corroon & Black of Oregon
Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Diane E. Koenig

9456

J

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
9456

TO: Don Adams
Deputy State Highway Engineer

DATE: May 19, 1988

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: Sunset Highway to Walker Road
Contract No. 9456

On August 3, 1987, a letter from Bruce A. Warner of Washington County was referred to this office by W. E. Schwartz, regarding the County's dissatisfaction with the quality of construction on the subject project. That letter indicated the County's intention to file a tort claim for damages against the State.

This office requested that Al Harwood meet with the County and attempt to resolve the problem. Mr. Harwood has done so, and has made a thorough investigation of the project. He has not found any fault with the way the project was designed or constructed.

There may still be further resolution required, but is appears that the situation is being properly handled. To better acquaint you with what has been done, a copy of our file is attached. The last correspondence we have is Mr. Harwood's letter to Mr. Warner dated May 10, 1988.

COF:hh

Attachments

cc: Al Harwood

05181h

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STATE HWY ENGR
MAY 23 '88
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FOR
Info Inves R/D D/R Sign Act File

D. R. ADAMS

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9456

TO: Larry Rulien
State Highway Engineer

DATE: September 14, 1987

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: Sunset Highway-Walker Road Section
Contract No. 9456
Washington County

Following receipt of the July 29, 1987, letter from Washington County in which they expressed an intent to file a tort claim over alleged pavement deterioration on the subject project, Mr. Harwood responded on August 6, 1987, requesting a meeting to review the pavement condition. That meeting was held on August 17, 1987, and was both preceded and followed by a field inspection of the project by Mr. Harwood, other OSHD personnel, a representative of FHWA, and representatives of Washington County. A copy of Mr. Harwood's letter, a copy of Washington County's memo on the August 17 meeting, and a copy of Mr. Harwood's E-mail response to me are attached for your information.

As explained in the E-mail response, there will be some additional testing and research done by the Division to determine if, in fact, there are deficiencies in the pavement structure. It appears that, at the request of the County, the full design section was not placed, which would certainly contribute to the appearance of pavement distress. Our records apparently show no problems with either material quality or workmanship.

Ron Noble, who was involved in the original pavement design, will be involved in the testing and analysis when he returns from vacation. Mr. Harwood will arrange another meeting with the County when that information is available.

COF:mk

Attach.

cc: Al Harwood

09118m

Pat - Seems like when the dust settles a response ought to go to the county (warmer) from this office - although
R

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Schwartz Fredrickson
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81-125-1387

Sunset Hwy - Wal

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

August 6, 1987

In Reply Refer To
File No.:

BRUCE A. WARNER
Department of Land Use and Transportation
150 North First Avenue
Hillsboro, Oregon 97124

RE: Contract No. 9456

I and others from the department are willing to meet with you to discuss the condition and status of the section of 185th referred to in your letter of July 29, 1987. To make the meeting worthwhile and allow me to have the appropriate people present to respond to your alligations. I would appreciate copies of data and information on which you base your assertion that the deterioration of 185th has accelerated.

If I get the requested information early next week I would expect to be ready to meet August 14th or 17th. If we can't make it then, my next available date is the week of August 24.

ALLAN C. HARWOOD
Region Operations Engineer

bc: C.O. Fredrickson ✓
Dave Jones
Jack Sollis w/attachment

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CONSTRUCTION SECTION

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9456

WASHINGTON COUNTY

Inter-Department Correspondence

Date August 19, 1987

To : File

From : Jerry Kammerman

Subject : 185TH AVENUE - PAVEMENT DETERIORATION

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Region 1
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This is to document a meeting held in our conference room from 1:30 p.m. until 3:30 p.m. on Monday, 17 August 1987. In attendance were:

Al Harwood - Region Operations Engineer, ODOT
Ron Noble - State Surface Design Engineer
Dave Jones - State Project Manager, Construction
Mike Borresen - Washington County
Jerry Parmenter - Washington County
Jerry Kammerman - Washington County

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CONSTRUCTION SECTION
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SA ___ CC ___
PE ___ CP ___
PQC ___
QCS ___
FILE ___

I sketched the project area from Sunset to Walker Road on the large paper on the easel and indicated the pavement areas we initially thought would remain (NB lanes) and those areas we expected to reconstruct (median and SB lanes).

I reviewed the chronology of the finding of the problem.

Al said that last Friday, the 14th of July, the State inspected the project pavement under question. Bill Kappus, FHWA, was with them. I said they found little evidence of a major problem. In their opinion, a 2-inch overlay would be good. Al said that Bill Kappus said that the feds would not participate financially in ripping out and rebuilding that pavement section.

Al felt that the causes of the apparent need for rebuild or thick overlay was (1) the increase in traffic and (2) the deferring to a future overlay 1.5 inches of pavement. The reduction in pavement thickness resulted in pavement design life of approximately 10 years. It has been in for five years this month. Ron said that each one inch reduction in PCC pavement thickness reduces the design life by one-half (based on an original 20 year design). The relationship is about the same for AC.

According to Al Harwood, the County decided to defer 1.5 inch of pavement thickness because of lack of funds for the 20 year design.

Jerry Parmenter explained the reason for the notice of claim filed by the County. He discussed the funding and shortfall.

We discussed the pictures of the cores and the relationship to the results of the FWD (falling weight deflectometer).

Ron said he had not had time to study the report and consultant recommendation. He will study them and send us a letter indicating what we should do next.

Dave and Al explained that even if the pavement were failing now there would be no way to make a claim against the contractor. The contractor's work conformed to the specificiations. We couldn't sue him for not exceeding them. All the tests showed the work and materials were satisfactory. The specifications for the job were not performance (such as 20 year life).

We stressed our concern about the deficiency in funding and asked the State to help us find funds.

The group, without me, went out to look at the pavement.

c: Attendees
Al Shartner
Tom Tushner
Bub Furbes
Ken Wightman
Dan Olsen

0740L

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*********************************************************************
*                                                                   *
* DELIVER TO: CONSTRUCTION SECTION HWY                              *
*                                                                   *
*                                                                   *
* ORIGINAL                                                          *
* SENT:          09/10/87  TIME: 09:49                              *
* FROM:          REGION 1 HWY                                       *
* SUBJECT:       185TH                                              *
* PRINT DATE:    09/10/87  TIME: 09:50                              *
*                                                                   *
*********************************************************************
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CE ..... CAE ___
CCE .... OM ___
OE ....
CA ___
CAM ___
EEO ___

RECEIVED
SEP 1
CONSTRUCTION
SECTION

SPC ___ TC ___
SA ... CC ___
FE ... CS ___
CCS ....
FILE ___

To: C.O. Fredrickson
Construction Engineer

Date: September 10, 1987

From: Allan C. Harwood
Region Operations Engineer

This is to advise you of contacts with Washington County made in response to the concerns they have about 185th. I have been over the section of 185th about which they expressed dissatisfaction in the company of Dave Jones, Ron Noble, John Scofield, and Bill Kappus on one occasion then with Jerry Parmenter and Mike Borresen of Washington County, Ron Noble and Dave Jones another time. We also met with the above two people from the county plus Jerry Kemmerman.

My personnel opinion is that the section of road in general showed no signs of the pending failure indicated in the letter from the county. This area is an area where a utility was installing a pipe during construction. I think this opinion is shared by Bill Kappus as well as the department people who toured the project. There is one section, comprising 2 or 3 percent of the job which does show distress.

At our meeting with the county we advissed them that as a result of a very cursory look, we saw no big problems despite the consultants report. The county solicited our cooperation in determining what if anything should be done to the existing surfacing when the planned widening of the section is carried out.

I indicated to the county that threatening the state with a tort claim was not a good way to get our cooperation. We did agree to take a look at the consultant's report and favor them with our comments.

I have asked Ron Noble to review the report plus some testing we have done in the area and submit his analysis plus any recommendations to me. When I get that information I will arrange another meeting with the county to resolve the issue of the threatened tort action then work with them to resolve any problems.

The underlying problem of the county is that they would like to replace that AC surfacing with portland cement concrete and do not have the money to do it. The condition of the existing pavement in my opinion does not justify its removal. I suggested to them a 2 stage improvement. Pave the new Southbound lanes with P.C.C., then at sometime in the future, repave the

Northbound lanes (existing roadway section) with P.C.C.

I am forwarding by shuttle, a copy of memo prepared by the county. Ron Noble is currently on vacation. As soon as he returns expect to get needed information from him so I can meet with the county.

ACH :cms

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 1
9002 SE McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 10, 1988

In Reply Refer to
File No.:

BRUCE WARNER, Director
Department of Land Use and Transportation
150 N. First Avenue
Hillsboro, Oregon 97124

This is in response to your letter of April 11, 1988.

I have had several discussions with Washington County people concerning the condition of the pavement of 185th, Sunset Highway/Walker Road Section and actions which should be taken. The project was constructed in 1982 and 1983. The roadway section called for 8 inches of CTB and 4 inches of asphaltic concrete surfacing. The plans for the project also called for 1 1/2 inches additional AC to be placed in the future.

It is my understanding the section, as constructed, was considered to be a 10 year design and with the added lift would be considered to have a 15 to 20 year design life.

In response to Washington County's request, we have performed some testing and have on several occasions visually inspected the condition of the surface. It is our opinion that the surface will last the expected 10 year design life except near Cornell road where there is visible and extensive cracking. It was through this area that a utility was installing a pipe during the construction period which, in our opinion, is the cause of the problem. There are several other areas where it appears utility trenchs may be contributing to localized distress.

While the life of the surface is expected to be 10 years, the overlay should be scheduled prior to that time. If the road is allowed to go to the point of failure, a simple overlay will not significantly extend the life of the pavement. It is our recommendation that to extend the pavement life, a minimum 2 inch overlay should be scheduled in the next 1 or 2 years. That overlay should include digging out the deteriorated area south of Cornell road plus any other areas where

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FILE

there is visible deterioration probably less than 2% of the pavement area.

Our testing confirmed an area with high deflection readings at the north end of the section but there does not appear to be surface distress in the area. The new roadway may have been constructed on top of the old surface which could explain the high reading. This area should be carefully inspected and if, at the time the overlay is placed, it exhibits distress it should also be dug out and the section replaced.

While I do recommend an overlay at an early date, I see no basis for the state assuming responsibility for the cost of the overlay nor for the state to provide funding for reconstruction of the 185th or other projects in Washington County because of the alleged deficiencies in the 185th project.

In terms of the county's overall 185th Avenue project, we have to the degree possible maximized the states decision effort at the 185th interchange. The 185th avenue project has been significantly underfunded since its inception. While 185th is an important project we do not have the resources to take from state funded priorities in the region to add to your available funds.

ALLAN C. HARWOOD
Region Operations Engineer

ACH:cms

WASHINGTON
COUNTY,
OREGON

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9/3 Jim, respond

Pat Schwartz - fyi
cy: Jack Sollis

July 29, 1987

Rick Kuehn, Region Engineer
Oregon Department of Transportation
METRO Region
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

REGARDING: 185TH AVENUE (FAU 9043) - WALKER ROAD TO SUNSET HIGHWAY

In mid July I met with Bob Bothman and Ted Spence to discuss several transportation issues and priorities within Washington County. One of the issues discussed briefly was the accelerated deterioration of 185th Avenue from Walker Road to Sunset Highway which was completed by ODOT in 1982.

In April, 1987, the County noticed advanced deterioration of specific areas on this section of 185th Avenue. In June, 1987, these conditions prompted the County into performing deflectometer tests on this section of road. These testing results indicated possible defects in the road structural section. Additional deflection testing and section corings indicated that definite defects exist and the CTB is failing.

Our investigation and analysis to date lead us to conclude that this entire section of road will have to rebuild. Our preliminary cost estimate for this work is at least $1.0 million if not significantly more. This "reconstruction" work is something that we neither have funds for nor feel justifiably responsible for.

In light of these developments I am proceeding with the following plan of action:

1. Request a meeting with you and your staff during the next couple of weeks to start discussions on working out an amicable solution to this critical problem.

2. File a notice of a tort claim for damages against the State of Oregon acting by and through the Oregon Department of Transportation (attached). This is being done on advice of County Counsel to preserve our legal rights associated with this issue.

What about this?

I am sure, based on our past interagency cooperative efforts on other major issues, that we will be able to resolve this problem to our mutual benefit.

If you have any questions or need additional information, please let me or Jerry Parmenter know.

Sincerely,

Bruce A Warner

Bruce A. Warner, Director
Department of Land Use & Transportation

Attachment

c: ✓Larry Rulien, ODOT State Highway Engineer
Bob Bothman, Director, ODOT
Ted Spence, Planning & Program Manager, ODOT Metro Region
Marion Craft, Region Construction Engineer, ODOT Metro Region
Jerry Parmenter, MSTIP Program Manager, DLUT
Mike Borresen, Engineering/Surveying Manager, DLUT

185avjp

WASHINGTON
COUNTY,
OREGON

July 30, 1987

Director
Department of General Services

Pursuant to ORS 30.275 this correspondence is to provide you with notice of a tort claim for damages against the State of Oregon acting by and through the Oregon Department of Transportation.

This claim stems from the grading and paving of 185th Avenue (FAU 9043), Walker Road to Sunset Highway, pursuant to Contract No. 9456. This work was substantially completed and inspected by state employees or agents in 1982.

In April 1987 the County first became aware that portions of this section may be defective. In June 1987 tests were completed concluding that there is a defect and the CTB is failing. The defects are such that could and should have been detected and cured during work or inspection.

ODOT selected and supervised the contractor on this project and provided inspection approvals relied upon by Washington County. Washington County anticipates that the CTB will have to be replaced or extensively repaired.

DATED July 30, 1987.

Dan R. Olsen

Dan R. Olsen
Chief Assistant County Counsel
For Washington County, Oregon

DRO:dee

cc: Bob Bothman, Director, Oregon Department of Transportation

1941m

County Counsel
150 North First Avenue
Hillsboro, Oregon 97124
Phone: 503 - 648-87[illegible]

WASHINGTON
COUNTY,
OREGON

RECEIVED
STATE HWY ENGR
AUG 3'87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Pat Schwartz - fyi
cy: Jack Sollis

9/3 Jim Gregory

R

July 29, 1987

Rick Kuehn, Region Engineer
Oregon Department of Transportation
METRO Region
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

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Our investigation and analysis to date lead us to conclude that this entire section of road will have to rebuild. Our preliminary cost estimate for this work is at least $1.0 million if not significantly more. This "reconstruction" work is something that we neither have funds for nor feel justifiably responsible for.

In light of these developments I am proceeding with the following plan of action:

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2. File a notice of a tort claim for damages against the State of Oregon acting by and through the Oregon Department of Transportation (attached). This is being done on advice of County Counsel to preserve our legal rights associated with this issue.

cy Larry Weaver
Maintenance
8-11-87
BM

Department of Land Use And Transportation, Administration
150 North First Avenue Hillsboro, Oregon 97124 Phone:503 / 648-8761

I am sure, based on our past interagency cooperative efforts on other major issues, that we will be able to resolve this problem to our mutual benefit.

If you have any questions or need additional information, please let me or Jerry Parmenter know.

Sincerely,

Bruce A Warner

Bruce A. Warner, Director
Department of Land Use & Transportation

Attachment

c: ✓Larry Rulien, ODOT State Highway Engineer
Bob Bothman, Director, ODOT
Ted Spence, Planning & Program Manager, ODOT Metro Region
Marion Craft, Region Construction Engineer, ODOT Metro Region
Jerry Parmenter, MSTIP Program Manager, DLUT
Mike Borresen, Engineering/Surveying Manager, DLUT

185avjp

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1987

COUNTY: Washington AGREEMENT NO: 6146, 7241, 7624 & 7775 PROJECT NO: IX-M-9043(2) & IX-9043(3)(4)

CONTRACT NO: 9456 & 9586 SECTION: Sunset Hwy.-Walker Rd., NW 185th Ave.

PRELIMINARY ENGINEERING (IX-M-9043(2) PREFIX NO. 334-1967):

Project Manager ($1,071.04 Non-Partic.)	$ 45,985.46
Citizens Involvement	170.18
Work Performed by County	29.70
Final Design ($6.00 Non-Partic.)	27,797.10
Bridge Design	15.00
Region Geology	2,465.36
Traffic Section	15,867.53
Landscape	563.32
R/W Liaison	1,982.86
Region Utility Liaison ($262.18 Non-Partic.)	3,197.12
Photogrammetry	18,337.38
Location	2,737.93
Program Section	1,016.63
Specifications	7,481.21
Administrative Services	121.95
Environmental Services	2,260.20
Structural Foundations	189.11
R/W Utility Engineer	20.63
Archaeological Salvage	901.74
Training Course	1,431.69
Employee Relocation Assistance ($307.55 Non-Partic.)	316.64
TOTAL P.E. COST	$132,888.74

Less Federal Funds:

Federal Aid Urban	(95,360.00)
Interstate Transfer	(17,084.81)

Less State Share:

$\left(\frac{\$95{,}360.00}{85.8\%} \text{ X } 7.1\% \right) + \left(\frac{17{,}084.81}{85\%} \times 9\% \right) =$ (9,700.08)

COUNTY SHARE $ 10,743.85

CONSTRUCTION (IX-9043(3) PREFIX NO. 334-1072):

Payment to Contractor ($6,258.08 Non-Partic.)	$1,271,123.57
Credit for Liquidated Damages ($79.50 Non-Partic.)	(15,900.00)
Time Extension (Non-Partic.)	9,750.00
SFO #1 Permanent Striping	4,067.30
SFO #2 State Furnished Software Program	1,000.00
SFO #3 Signal Controller Test & Turn-on	5,122.04
SFO #5 Remonumentation of Corners	1,358.21
SFO #6 Patching at Bronson Cr. Culvert	1,104.01
Construction Engineering ($721.65 Non-Partic.)	127,191.88
Audit Services	321.89
Program Section	280.48
Salem Lab	9,721.63

Portland Lab		2,864.69
Eugene Lab		25.68
Technical Services		1,826.54
Construction Branch		2,195.20
Region Office Charges		787.46
Training Courses		1,168.68
EEO Monitoring		257.85
	TOTAL	$1,424,267.11
Less Federal Funds (FAI-X)		(1,196,478.82)
Less State Share: $\left(\frac{\$1,199,226.00 - \$17,084.81}{85\%} \right) \times 9\% =$		(125,167.89)
	COUNTY SHARE	$ 102,620.40

CONSTRUCTION (IX-9043(4) PREFIX NO. 334-1081):

	STATE PORTION IX-9043(4)	CO. PORTION IX-9043(4)	100% CO. TANA MALL	100% FIRE DIST. WASH. CO. #1
Payment to Contractor	$ 112,395.00	$ 79,013.83	$ 46,130.00	$ 2,400.00
Interest on Final Payment (Non-Part)	---	---	17.69	---
SFO #1 Permanent Striping	---	3,820.71	---	---
SFO #2 State Furn. Controller Program	1,000.00	---	500.00	---
SFO #3 Signal Controller Test & Turn-on	4,722.00	---	1,928.00	---
SFO #4 Cold Plane & Repave	---	6,027.75	---	---
SFO #5 Permanent Signing	---	1,355.41	332.64	---
SFO #6 Furnish & Install W40 R. Software	794.69	---	396.75	---
Construction Engineering ($97.39 Non-Part)	11,967.71	8,413.32	4,911.88	---
Program Section	68.18	47.93	---	---
Salem Lab	485.92	341.61	---	---
Portland Lab	741.99	521.62	---	---
Technical Services	658.93	463.23	---	---
Constr. Section	264.87	186.20	---	---
Region Office	1,875.16	1,318.25	---	---
TOTALS	$134,974.45	$101,509.86	$54,216.96	$ 2,400.00

STATE PORTION IX-9043(4)		$ 134,974.45
Less Federal Funds		(114,728.28)
* Less Fire District Share of Fire Pre-empt @ WB & EB Ramp Signals $\frac{(\$7,115 \times 15\%)}{2}$ =		(533.62)
	STATE SHARE	$ 19,712.55

COUNTY PORTION IX-9043(4)		$ 101,509.86
Less Federal Funds		(89,695.70)
	COUNTY SHARE	$ 11,814.16

100% COUNTY-TRANASBOURNE MALL	$ 54,216.96
* 100% WASHINGTON COUNTY FIRE DISTRICT #1	$ 2,400.00

SUMMARY

COUNTY SHARE:

P.E.		$ 10,743.85
Const. (IX-9043(3))		102,620.40
Const. (IX-9043(4))		11,814.16
Const.-Tranasbourne Mall		54,216.96
	TOTAL COUNTY SHARE	$ 179,395.37

LESS COUNTY ADVANCE DEPOSITS:

P.E. 4-6-78	(30,675.00)
Const. (IX-9043(3)) 4-5-82	(84,500.00)
Const. (IX-9043(4)) 1-6-83	(74,100.00)
REFUND DUE COUNTY	$ 9,876.63

* Washington County Fire District Share:

$533.62 + $2,400.00 = $2,933.62

GEZ:jg

cc: Jan Henry
Wayne Schulte
LPG File

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 3/03/82

TO 3/26/85

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9043(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	325,348.28	325,348.28	85%	276,546.04	276,546.04	-0-
772	1,098,918.83	1,082,273.85	85%	919,932.78	919,932.78	-0-
	1,424,267.11	1,407,622.13	85%	1,196,478.82	1,196,478.82	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 1/30/87

SIGNATURE OF AUTHORIZED OFFICIAL

Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SUNSET HIGHWAY - WALKER ROAD SECTION NORTHWEST 185TH AVE. WASHINGTON COUNTY					
	Construction Type Code 6204 Roadway (Sta. "OX" 19+00 thru EQ. Sta. "OX" 25+00 Bk.=Sta. 125+00 Ah to Sta. 174+50)					
	Final Contract Payment Summary 772 827,608.05 823 317,486.44	Lump Sum			$1,145,094.49	
SFO	#1 Permanent pavement striping (State) (772)	All Required			4,067.30	
SFO	#5 Remonumentation of section corner and quarter-section corner (Washington County)(772)	All Required			1,358.21	
SFO	#6 Patching at Bronson Creek culvert (Washington County)(772)	All Required			1,104.01	
	TOTAL PARTICIPATING TYPE CODE 6204				**$1,151,624.01**	
	Type Code Y033 Signals (2 locations)					
	Final Contract Payment Summary (772)	Lump Sum			$ 119,771.00	
SFO	#2 State furnished software program (772)	All Required			1,000.00	
SFO	#3 Signal Controller Test & Turn-on (State)(772)	All Required			5,122.04	
	TOTAL PARTICIPATING TYPE CODE Y033				**$ 125,893.04**	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$1,277,517.05**	
	Construction Engineering					
	Liquidated Damages (772)	Lump Sum			$ (15,820.50)	
	State	All Required			145,345.84	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING 823 7,861.84 772 137,489.25				**$ 129,525.34**	
	Misc. Project Cost					
	Audit Expense (772)	All Required			$ 321.89	
	Monitor Equal Opportunity Employment (772)	All Required			257.85	
	TOTAL PARTICIPATING MISC. PROJECT COST				**$ 579.74**	
	TOTAL PARTICIPATING PROJECT COST				**$1,407,622.13**	
	AMOUNT CARRIED FORWARD . .					

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT
STATE: Oregon
COUNTY: Washington
NUMBER: IX-9043(3)
SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non Participating Project Cost					
	Final Contract Payment Summary (772)	Lump Sum			$ 6,258.08	
	Time Extension (772)	Lump Sum			9,750.00	
	Construction Engineering (772)	All Required			716.40	
	Liquidated Damages (772)	Lump Sum			(79.50)	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 16,644.98**	
	TOTAL PROJECT COST				**$1,424,267.11**	

Prepared based on Participating Cost as shown on the Federal Billing as of 10/30/86.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM PR-20B (REV. 5-66)

GI 7-844

USCOMM-DC 27329-P66

SUNSET HWY-WALKER RD ✱ CONT NO 9456 FA PROJ NOS X10 9043003 98 X1 9043003 X10 9043003 02 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
Pay Cont.	334	1072	201	00	P 1		5,024.35CR	927,115.03	82	84
" "	334	1072	201	00	P 2			315,489.46	83	83
" "	334	1072	201	00	P 8		1.00CR	22,261.00	82	84
" "	334	1072	201	00	N 1		5,058.08	6,258.08	83	84
Cr. Liq. Dam.	334	1072	203	00	P 1			15,900.00CR	83	84
Time Ext	334	1072	203	00	N 1			9,750.00	84	84
Ret. Percentage Cr.	334	1072	204	00	P 1			.01	82	83
" " "	334	1072	204	00	P 8			.01CR	82	83
SFO#2	334	1072	210	02	P 1			1,000.00	82	82
SFO#1	334	1072	270	01	P 1			4,067.30	83	83
SFO#3	334	1072	270	03	P 1			5,122.04	82	83
SFO#5	334	1072	270	05	P 1			1,358.21	83	83
Tr. St.	334	1072	296	00	N 9		1,791.44CR	1,279,316.44CR	82	84
" CO	334	1072	297	00	N 9			84,500.00	82	83
" Fed.	334	1072	298	00	N 9		1,791.44	1,194,816.44	82	84
Const Engring	334	1072	900	00	P 1		2,853.44CR	115,633.73	82	84
" "	334	1072	900	00	P 2		7,861.84	7,861.84	84	84
" "	334	1072	900	00	P 8			2,501.89	82	84
" "	334	1072	900	00	N 1			696.93	82	83
" "	334	1072	900	00	N 8			14.22	82	83
Audit Services	334	1072	915	00	P 1			293.72	83	84
" "	334	1072	915	00	P 8			6.01	83	84
Prog. Sec.	334	1072	920	00	P 1	.14CR	30.86	255.79	82	85
" "	334	1072	920	00	P 8	.01CR	.63	5.22	82	85
Adm on Rat.	334	1072	928	00	N 1	.23	50.39CR	.23	82	85
	334	1072	928	00	N 8		1.03CR		82	84
Salem Lab	334	1072	940	00	P 1	.08CR	19.66	9,527.30	82	85
" "	334	1072	940	00	P 8	.01CR	.39	194.33	82	85
Portland "	334	1072	941	00	P 1			2,807.38	82	83
" "	334	1072	941	00	P 8			57.31	82	83
Eugene "	334	1072	942	00	P 1			25.17	82	83
" "	334	1072	942	00	P 8			.51	82	83
Tech. Serv.	334	1072	944	00	P 1		18.87	1,791.61	82	84
" "	334	1072	944	00	P 8		.38	34.93	82	84
Const. Ev.	334	1072	945	00	P 1	341.40	1,342.97	2,158.30	82	85
" "	334	1072	945	00	P 8	.09CR	20.36	37.00	82	85
Reg. off.	334	1072	946	00	P 1			771.71	82	83
" "	334	1072	946	00	P 8			15.75	82	84
Gen Const. Engr.	334	1072	948	00	P 1			87.04	82	84
"	334	1072	948	00	P 8			1.45	83	84
[illegible]	334	1072	950	00	P 1			1,145.31	82	83
	334	1072	950	00	P 8			23.37	82	83
CCO Mon[illegible]	334	1072	985	00	P 1			252.70	82	83
"	334	1072	985	00	P 8			5.15	82	83
		TOT			P1	341.18	11,465.43CR	1,057,512.25		
		TOT			P2		7,861.84	323,351.30		
		TOT			P8	.11CR	20.76	25,143.91		
		TOT			N1	.23	5,007.69	16,705.24		
		TOT			N8		1.03CR	14.22		
		** JOB TOTALS **				341.30 **	1,423.83 **	1,422,726.92 **		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS ✱ JUNE 1985

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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                              PAGE 707
SEQ: FEDERAL APPROPRIATION, FEDERAL             FINANCIAL MANAGEMENT SYSTEM                           RUN 02/11/87 23:38
     PROJECT, AGREEMENT, EA-SUBJOB             OREGON STATE HIGHWAY DIVISION
                                                   FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 772

 AGREEMENT          TOTAL COSTS       AMOUNT       --PARTICIPATION--         AGREEMENT       FEDERAL    -ADJUSTMENT-      VOUCHER
  EA/SUBJOB           TO DATE      PREV CLAIMED     AMOUNT     PERCENT         AMOUNT          SHARE     AMOUNT  CODE       AMOUNT
FEDERAL PROJECT: XIO -9022-006
******************************

 F02463
   C3341901-011       51,773.42       44,007.41      51,773.42

 AGREEMENT TOTALS     51,931.52       44,007.41      51,773.42  85.00      44,007.41      44,007.41        .00              .00

 F02820
   C4341901-011      111,937.27      111,937.27     111,937.27

 AGREEMENT TOTALS    111,937.27      111,937.27     111,937.27 100.00     111,937.27     111,937.27        .00              .00

FED PROJ TOTALS      163,868.79      155,944.68     163,710.69            155,944.68     155,944.68        .00              .00

*FEDERAL PROJECT: XIO -9043-003
******************************

 F02451
   C09456  -000          419.10            2.58         419.10
   C09456  -010       16,630.76             .00            .00
   C09456  -011    1,056,702.26      898,550.58   1,056,702.26

 AGREEMENT TOTALS  1,073,752.12      898,553.16   1,057,121.36  85.00     898,553.16     898,553.16        .00              .00

 F02453
   C09456  -000            8.57             .00           8.57
   C09456  -080           14.22             .00            .00
   C09456  -081       25,143.92       21,379.62      25,143.92

 AGREEMENT TOTALS     25,166.71       21,379.62      25,152.49  85.00      21,379.62      21,379.62        .00              .00

FED PROJ TOTALS    1,098,918.83      919,932.78   1,082,273.85            919,932.78     919,932.78        .00              .00

FEDERAL PROJECT: XIO -9064-002
******************************

 F01440
   C1341915-021        7,200.00        6,120.00       7,200.00

 AGREEMENT TOTALS      7,200.00        6,120.00       7,200.00  85.00       6,120.00       6,120.00        .00              .00

FED PROJ TOTALS        7,200.00        6,120.00       7,200.00              6,120.00       6,120.00        .00              .00

FEDERAL PROJECT: XIO -9067-002
******************************

 F01792
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JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C09456	021					.00	1.996.98
	C09456	081		302 RETAINAGE	0521		.00	.01
	C09456	081		302	0521		.00	.01
	C09456	081		302			.00	.01
	C09456	081					.00	.01
	C09456	081					.00	.01
	C09456						.00	1.540.19
							.00	1.540.19

P 000 Audit ✓22.16✓

P 000 CONST ENGR ✓386.04 ①✓

P 000 PROG SEC ✓19.47✓

N-P 010 PRINTING ✓5.25 ①✓

~~N-P 010 CR. LIQ. DAM (79.50)~~

~~N-P 010 RET. ADMIN. (0.23)~~

P 011 PRINTING ✓(5.25) ①✓

~~P 011 PAY CONT. (1996.98)~~

~~P 011 RETAINAGE (0.01)~~

~~P 011 LIQ. DAM. 79.50~~

~~P 021 PAY CONT. 1,996.98~~

~~P 081 RETAINAGE 0.01~~

JOB COST SUMMARY
EA, SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C09456	000 P	050	001	0500		.00	22.16
	C09456	000	050 AUDIT	001	0500		.00	22.16
	C09456	000	050	001			.00	22.16
	C09456	000	050				.00	22.16
	C09456	000	901	001	7364		.00	273.83
	C09456	000	901	001	7364		.00	273.83
	C09456	000	901 CONST ENGR.	001	7612		.00	35.36
	C09456	000 P	901	001	7612		.00	35.36
	C09456	000	901	001			.00	309.19
	C09456	000	901	504	7363		.00	66.25
	C09456	000	901	504	7363		.00	66.25
	C09456	000	901	504	7612		.00	10.60
	C09456	000	901	504	7612		.00	10.60
	C09456	000	901	504			.00	76.85
	C09456	000	901				.00	386.04
	C09456	000	920 PROG. SEC.	001	0631		.00	19.47
	C09456	000 P	920	001	0631		.00	19.47
	C09456	000	920	001			.00	19.47
	C09456	000	920				.00	19.47
	C09456	000					.00	427.67
	C09456	010		136 PRINTING	0521		.00	5.25
	C09456	010		136	0521		.00	5.25
	C09456	010		136			.00	5.25
	C09456	010	N-P	304 CR. LIQ. DAM.	0521		.00	79.50-
	C09456	010		304	0521		.00	79.50-
	C09456	010		304			.00	79.50-
	C09456	010		306 RETAIN. ADMIN.	0521		.00	.23-
	C09456	010		306	0521		.00	.23-
	C09456	010		306			.00	.23-

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3/05/87                                   JOB COST SUMMARY                                              PAGE      2
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED

                                                  CREW      MSA           CURRENT                BALANCE TO
  BIEN      EA      SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER    FIELD         MONTH                     DATE

         C09456      010                                                            .00              74.48-

         C09456      010                                                            .00              74.48-

         C09456      011                136        0521                             .00               5.25-
         C09456      011                136        0521                             .00               5.25-

         C09456      011                136                                         .00               5.25-

         C09456      011                300        0521                             .00           1,996.98-
         C09456      011                300        0521                             .00           1,996.98-

         C09456      011                300                                         .00           1,996.98-

         C09456      011                302        0521                             .00                .01-
         C09456      011                302        0521                             .00                .01-

         C09456      011                302                                         .00                .01-

         C09456      011                304        0521                             .00              79.50
         C09456      011                304        0521                             .00              79.50

         C09456      011                304                                         .00              79.50

         C09456      011                                                            .00           1,922.74-

         C09456      011      010       001        0521                             .00               8.74
         C09456      011      010       001        0521                             .00               8.74

         C09456      011      010       001                                         .00               8.74

         C09456      011      010                                                   .00               8.74

         C09456      011      149       341        8023                             .00           1,104.01
         C09456      011      149       341        8023                             .00           1,104.01

         C09456      011      149       341                                         .00           1,104.01

         C09456      011      149                                                   .00           1,104.01

         C09456      011                                                            .00             809.99-

         C09456      021                300        0521                             .00           1,996.98
         C09456      021                300        0521                             .00           1,996.98

         C09456      021                300                                         .00           1,996.98

         C09456      021
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PRINTING

PAY CONTRACTOR

RETAINAGE

CREDIT LIQ. DAM.

SUPERV. & ADMIN.

ACCIDENT CLEANUP & REPAIR

PAY LOC. GOVT.

PAY ...ACTOR

3/05/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C09456	021					.00	1.996.98
	C09456	081		302	0521		.00	.01
	C09456	081		302 RETAINAGE	0521		.00	.01
	C09456	081		302			.00	.01
	C09456	081					.00	.01
	C09456	081					.00	.01
	C09456						.00	1.540.19
							.00	1.540.19

P 000 Audit ✓22.16✓
P 000 COSTENGR ✓386.04 ① ✓
P 000 PROG SEC ✓19.47 ✓
N-P010 PRINTING ✓5.25 ① ✓
~~N-P 010 CR. LIQ. DAM. (79.50)~~
~~N-P 010 RET. ADMIN. (0.23)~~
P 011 PRINTING ✓(5.25) ① ✓
~~P 011 PAY CONT. (1996.98)~~
~~P 011 RETAINAGE (0.01)~~
~~P 011 LIQ. DAM. 79.50~~

~~P 021 PAY CONT. 1,996.98~~
~~P 081 RETAINAGE 0.01~~

9456

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MONTHLY TRANSACTION NUMBER 6-102 + 103			County Washington
PROJECT REPORT NUMBER			Project Number IX-9043(3)
MODIFICATION NUMBER		6-17-86	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22, 19 82 is hereby modified as follows:

		Former amount	Revised amount	
Estimated total cost of project		$ 1,426,364	$ 1,411,070	
	(823)	287,546.04	276,546.04	(823)
Federal funds	(772)	$ 914,858.96	$ 922,858.96	(772)
Other revisions				

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 6, 1986

Federal-Aid Project No. IX-9043(3)

Sunset Highway-Walker Road
Northwest 185th Avenue
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. "OX" 19+00 through EQ Sta. "OX" 25+00
Bk. - Sta. 125+00 Ah. to Sta. 174+50)

Subtotal from previous estimate of July 26, 1984		$ 1,150,198.87
	Engineering	119,687.13
	Total	$ 1,269,886.00

Type Code Y033
Signals (2 Locations)

Total the same as previous estimate of April 13, 1982	$ 141,183.00
Length of Roadway	1.051 mi.
Cost of Roadway Per Mile	$ 1,342,597.53

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	(85%) FEDERAL FUNDS	(9%) STATE FUNDS	(6%) COUNTY FUNDS
Roadway	823	$ 325,349.00	$ 276,546.04	$ 29,281.41	$ 19,521.55
Roadway	772	944,538.00	802,857.00	85,008.42	56,672.58
Signals	772	141,183.00	120,001.96	12,704.04	8,477.00
Total		$1,411,070.00	$1,199,405.00	$ 126,993.87	$ 84,671.13

Group 1: 98%; Group 8: 2%
Contract No. 9456
Prefix: 334-1967
Prefix: 334-1072

RHZ:bkb

1456

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-1 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-31-84	Form Approved; O M B No. 04-R2089 State OREGON County WASHINGTON Project Number IX-9043(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22 , 1982 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,403,563.00	$ 1,426,364.00
	268,166.04(823)	268,166.04 (823)
Federal funds	$ 924,858.96(772)	$ 924,858.96 (772)
		19,380.00 ~~(580)~~ 823
Other revisions		

This modification is made for the following reasons: To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of July , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 26, 1984

FEDERAL AID PROJECT NO. IX-9043(3)

SUNSET HIGHWAY-WALKER ROAD
NORTHWEST 185TH AVENUE
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. "OX" 19+00 through EQ Sta. "OX" 25+00
BK. = Sta. 125+00 Ah. to Sta. 174+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Shoulders	$ 6.00	7,500	$ 45,000.00	$ 8,665.77	$ 51,994.62
Cement Treated Base Mixture	9.00	17,230	155,070.00	19,210.115	172,891.04
Class "B" Asphalt Concrete Mixture (P.A. #2)	35.00	--	--	623.3	21,815.50
Concrete Curb Type B-1, Modified (P.A. #4)	3.00	--	--	2,828.1	8,484.30
Install Drain Pipe (F.A. #4)	--	--	--	--	15,186.41
	SUBTOTALS		$200,000.00		$270,371.87

Increase	$ 70,301.87
Subtotal from ~~previously Revised~~ Project Agreement Estimate of April 13, 1982	1,079,897.00
SUBTOTAL	$1,150,198.8[illegible]
Engineering	134,982.13
TOTAL	$1,285,181.00

TYPE CODE Y033
SIGNALS (2 LOCATIONS)

Total the same as previous estimate of April 13, 1982 $ 141,183.00

Length of Roadway ---------------------------- 1.051 mi.

Cost of Roadway Per Mile --------------------- $1,222,817.32

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	(85%) FEDERAL FUNDS	(9%) STATE FUNDS	(6%) COUNTY FUNDS
Roadway	823	$ 315,489.00	$ 268,166.04	$ 28,393.48	$ 18,929.48
Roadway	772	946,891.00	804,857.00	85,220.40	56,813.60
Roadway	~~580~~ 823	22,801.00	19,380.00	2,052.60	1,368.40
Signals	772	141,183.00	120,001.96	12,704.04	8,477.00
TOTAL		$1,426,364.00	$1,212,405.00	$128,370.52	$ 85,588.48

Group 1: 98%; Group 8: 2%
Contract No. 9456
Prefix: 334-1967
Prefix: 334-1072

WH:pf

9:56.

OMB No. 04-R2089

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 45 - 7 & 9	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4/23 82	State Oregon County Washington Project No. IX-9043(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunset Hwy.-Walker Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-82	1.051
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,403,563.00	$ 1,193,025.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XXX FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Date executed by Division Administrator [illegible] 82

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 13, 1982

Federal-Aid Project
No. IX-9043(3)

Sunset Highway - Walker Road Section
Northwest 185th Ave.
Washington County

PROJECT AGREEMENT

Type Code 6204
Roadway (Sta. "OX" 19+00 thru EQ. Sta. "OX" 25+00
Bk. = Sta. 125+00 Ah. to Sta. 174+50)

Mobilization	89 %	All Required	$ 97,900.00
Temporary Protection and Direction of Traffic	89 %	All Required	5,429.00
Temporary Signs	666 Sq. Ft.	7.00	4,662.00
Temporary Barricades	45 Each	50.00	2,250.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	500 Lin. Ft.	5.00	2,500.00
Temporary Plastic Safety Markers	43 Each	30.00	1,290.00
Temporary Delineators	56 Each	15.00	840.00
Flagmen	1,500 Hour	10.00	15,000.00
Sequential Arrow Signs	1 Each	2,000.00	2,000.00
Clearing and Grubbing		All Required	24,000.00
Removal of Structures and Obstructions		All Required	5,000.00
Embankment in Place	13,920 Cu. Yd.	3.50	48,720.00
Toe Trench Excavation	85 Cu. Yd.	10.00	850.00
Granular Embankment	600 Cu. Yd.	8.00	4,800.00
Trench Excavation	2,815 Cu. Yd.	3.00	8,445.00
Finishing Roadbed and Slopes		All Required	1,000.00
Watering	210 M-Gal.	10.00	2,100.00
Aggregate Shoulders	7,500 Ton	6.00	45,000.00
Cement Treated Base Mixture	17,400 Ton	9.00	156,600.00
Portland Cement in CTB Mixture	950 Ton	80.00	76,000.00
Class "B" Asphalt Concrete Mixture	9,500 Ton	16.50	156,750.00

Asphalt Cement in Mixture	570 Ton	170.00	96,900.00
Aggregates in Chip Seal	175 Ton	15.00	2,625.00
Asphalt in Chip Seal	20 Ton	300.00	6,000.00
Asphalt in Tack Coat	10 Ton	300.00	3,000.00
Structural Plate Pipe Arch	130 Lin. Ft.	250.00	32,500.00
12-inch Culvert Pipe	714 Lin. Ft.	12.00	8,568.00
24-inch Culvert Pipe	64 Lin. Ft.	30.00	1,920.00
36-inch Culvert Pipe	50 Lin. Ft.	40.00	2,000.00
12-inch Sewer Pipe	1,647 Lin. Ft.	12.00	19,764.00
15-inch Sewer Pipe	775 Lin. Ft.	13.00	10,075.00
18-inch Sewer Pipe	2,205 Lin. Ft.	17.00	37,485.00
24-inch Sewer Pipe	635 Lin. Ft.	23.00	14,605.00
Extra for Pipe Under Pavement	145 Lin. Ft.	10.00	1,450.00
Concrete Manholes	17 Each	850.00	14,450.00
Concrete Inlets, Type CG-1	15 Each	375.00	5,625.00
Concrete Inlets, Type G-2 MA	1 Each	450.00	450.00
6-inch Drain Pipe	240 Lin. Ft.	8.00	1,920.00
Filter Fabric	240 Sq. Yd.	1.50	360.00
Gravel in Drains	37 Cu. Yd.	15.00	555.00
Guard Rail, Type 2A	325 Lin. Ft.	12.00	3,900.00
Guard Rail Anchors, Type 1	1 Each	400.00	400.00
Rail End Pieces, Type C	2 Each	90.00	180.00
Concrete Walks	1,730 Sq. Yd.	10.00	17,300.00
Concrete Driveways	90 Sq. Yd.	13,00	1,170.00
River Rock Patterned Concrete Surfacing	1,290 Sq. Yd.	25.00	32,250.00
Concrete Median Terminals	1,730 Lin. Ft.	5.50	9,515.00
Concrete Curbs, Type A with 4' Gutter	3,640 Lin. Ft.	7.60	27,664.00
Concrete Curbs, Type C	2,700 Lin. Ft.	3.00	8,100.00
Extra for Asphalt Approaches	23 Each	150.00	3,450.00
Loose Riprap, Class 50	210 Cu. Yd.	20.00	4,200.00
Delineators, Type 2	70 Each	19.00	1,330.00
Delineators, Type 3	20 Each	25.00	500.00
Delineators, Type 4	6 Each	10.00	60.00
Adjusting Manholes	2 Each	150.00	300.00
Reconstructing Concrete Manholes	5 Each	450.00	2,250.00
Removal of Existing Sign Installations		All Required	650.00
Wood Sign Posts		All Required	4,000.00
Type "C", "D" and "R" Signs in Place	231 Sq. Ft.	8.00	1,848.00
Type "EE" Signs in Place	28 Sq. Ft.	10.00	280.00

Type "H" and "I" Signs in Place	40 Sq. Ft.	7.00	280.00
Type "U" Signs in Place	49 Sq. Ft.	13.00	637.00
Move and Reinstall Existing Signs		All Required	1,200.00
Roadside Seeding and Mulching	2 Acre	800.00	1,600.00
Furnishing and Planting Trees	15 Each	80.00	1,200.00
Furnishing and Planting Vines	620 Each	0.50	310.00
Soil Conditioner	16 Cu. Yd.	10.00	160.00
Furnishing and Placing Topsoil	175 Cu. Yd.	7.00	1,225.00
Bark Mulch	2 Unit	125.00	250.00
			$1,047,597.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 7,500.00
Temporary Pavement Striping	All Required	1,500.00
Remove Pavement Striping (Temp.)	All Required	1,500.00
Asphalt Cement Adjustment	All Required	21,000.00
On-the-job Trainees (1,000 hr. @ $0.80)	All Required	800.00
		$ 32,300.00
	SUBTOTAL	$1,079,897.00
	Engineering	134,983.00
	TOTAL	$1,214,880.00

Type Code Y033
Signals (2 Locations)

Mobilization	11 %	All Required	$ 12,100.00
Temporary Protection and Direction of Traffic	11 %	All Required	671.00
Traffic Signal Installation, Complete		All Required	98,000.00
Fire Pre-emption System, Complete		All Required	9,000.00
			$ 119,771.00

Anticipated Items

State Furnished Software	All Required	$ 1,000.00
Signal Controller Testing and Turn-on	All Required	4,725.00
		$ 5,725.00
	SUBTOTAL	$ 125,496.00

Length of Project -------------- 1.051 mi.
Cost of Roadway Per Mile -------$1,155,927.69

Work Retained in Program Status
(not included in amounts below)

McKinley School Parking Lot	All Required	$ 40,000.00
Median Planting Area, Drainage	All Required	7,500.00

SUMMARY OF FUNDS

Description	Total Cost	(85%) Federal Funds	(9%) State Funds	(6%) Other Funds
Roadway	$1,214,880.00	$1,032,648.00	$109,339.00	$ 72,893.00
Signals	141,183.00	120,002.00	12,704.00	8,477.00
SUBTOTAL	$1,356,063.00	$1,152,650.00	$122,043.00	$ 81,370.00
Reserve (Program Items)	47,500.00	40,375.00	4,275.00	2,850.00
TOTAL	$1,403,563.00	$1,193,025.00	$126,318.00	$ 84,220.00

Group 1 98%; Group 8 2%
Contract No. 9456
Prefix: 334-1967
Prefix: 334-1072

Sunset Highway-Walker Road Section
(Nonparticipating-State Work)

Furnishing and Installing Mailbox Posts	10 Each	120.00	$ 1,200.00

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 3/20/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9043(3)
COMPLETION DATE (Actual) 4/5/83	ACCEPTANCE DATE BY CONRTACT AGENCY 9/5/84	TIME ELAPSED 123 %	CONTRACT TIME 240 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUNSET HIGHWAY - WALKER ROAD SECTION
FAU 9043 (NW 185TH AVENUE)
Grading, Paving & Signals

This project provided for construction of two paved traffic lanes with a raised median between the subject termini. The project included left turn bays, bikeways, utility adjustments, etc. Sidewalks were constructed at intermittent locations to serve the existing land use.

The contractor used 297 days to complete the work. The contract allowed 240 days. Time extensions were granted for 36½ days. Liquidated damages were charged for 20½ days at $300 per day.

The final cost of $1,405,000 was very close to the original authorization of $1,411,000.

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Fredrickson
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

NOTED
[illegible]

CY
3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed By T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/25/85	TITLE Field Operations Engineer	DATE 3/26/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

334-1081

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11-23-82
TO 10-01-84

FEDERAL AID PROJECT NO. IX-9043(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$293,101.27	$240,498.80	85%	$204,423.98	$204,423.98	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 3/5/85

SIGNATURE OF AUTHORIZED OFFICIAL
Controlle

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Sunset Hwy.-Walker Road, Unit 2					
	FAU 9043 (N.W. 185th Ave.)					
	Washington County					
	Construction					
	Type Code I000					
	Roadway (Sta. "OX" 2+25 to Sta "OX' 13+41)					
	Contract Payment Summary	Lump	Sum		$ 79,013.83	
SFO	#1 Permanent Pavement Striping (State)	All	Required		3,820.71	
SFO	#4 Cold plane existing asphaltic concrete pavement and repave (State)	All	Required		6,027.75	
SFO	#5 Install necessary permanent sighning (State)		All Required		1,355.41	
	Total Particiapting Construction Type Code I000				90,217.70	
	Type Code Y033					
	Traffic Signals (2 Locations)					
	Contract Payment Summary	Lump	Sum		112,395.00	
SFO	#2 State Furnished Controller Program	All	Required		1,000.00	
SFO	#3 Signal Controller Testing & Turn-ON (State)		All Required		4,722.00	
SFO	#6 Furnish and install W40R Software (State)	All	Required		794.69	
	Total Participating Construction Type Code Y033				118,911.69	
	Total Participating Construction				209,129.39	
	Construction Engineering					
	State	All	Required		31,369.41	
	Total Participating Project Cost				240,498.80	
	Nonparticipating Project Cost					
	Contract Payment Summary	Lump	Sum		48,530.00	
	Interest on Final Contract Payments	All	Required		17.69	
SFO	#2 State Furnished Controller Program	All	Required		500.00	
SFO	#3 Signal Controller Testing & Turn-On (State)	All	Required		1,928.00	
SFO	#5 Signal Controller Testing & Turn-On (State)	All	Required		332.64	
SFO	#6 Furnish and install W400R software (State)	All	Required		396.75	
	Construction Engineering (State)	All	Required		897.39	
	Total Nonparticipating Projecct Cost				52,602.47	
	Total Project Cost				293,101.27	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-7-85					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS MARCH 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	334	1076	945	00 P 8				5.73	[illegible]	[illegible]
	334	1076	[illegible]	00 P 1				561.77	83	84
	334	1076	946	00 P 8				5.68	83	84
	334	1076	[illegible]	00 P 1				412.[illegible]	[illegible]	84
	334	1076	[illegible]	00 P 8				[illegible]	[illegible]	84
	334	1076	950	00 P 1				832.93	83	83
	334	1076	[illegible]	00 P 8				[illegible]	83	83
		TOT	P1				18,484.99	1,059,0[illegible].16		
		TOT	P8				19.55	14,1[illegible].37		
		TOT	N1					5,[illegible]CR		
		TOT	N8					3.77		
		** JOB TOTALS **				**	18,504.54 **	1,067,643.95 **		
SUNSET HWY-WALKER RD	CONT NO 9586 * FA PROJ NOS X10 [illegible]043004 100								STATE	
	334	1081	201	00 P 1	1/4 Cont.		48,521.41CR	191,4[illegible].83	[illegible]	85
	334	1081	201	00 N 1	" "		48,5[illegible].00	48,530.00	84	[illegible]
	334	1081	204	00 P 1			2,4[illegible].00		83	84
	334	1081	205	00 N 1			1[illegible]	17.69	84	84
	334	1081	210	02 P 1	[illegible]	500.00CR	500.00CR	1,[illegible]	83	85
	334	1081	210	02 N 1	"	500.00	500.00	5[illegible].00	85	95
	334	1081	210	06 P 1	" #6	396.75CR	396.75CR	[illegible]	[illegible]	[illegible]
	334	1081	210	06 N 1		396.75	396.75	[illegible]	[illegible]	[illegible]
	334	1081	240	04 P 1	" #4			6,[illegible].75	83	84
	334	1081	270	01 P 1	" #1			3,[illegible]	[illegible]	84
	334	1081	270	03 P 1	" #3	1,928.00CR	1,928.00CR	4,[illegible]	[illegible]	[illegible]
	334	1081	270	03 N 1	"	1,928.00	1,928.00	1,[illegible].00	85	85
	334	1081	270	05 P 1	" #5			1,[illegible].41	[illegible]	84
	334	1081	270	05 N 1				[illegible]	83	83
	334	1081	296	00 N 9	Tr. St.	3,285.16CR	47,238.79CR	278,[illegible]CR	83	85
	334	1081	297	00 N 9	" Co		49,3[illegible].81	[illegible]	83	[illegible]
	334	1081	[illegible]	00 N 9	" Fed	3,285.16	2,11[illegible]R	204,[illegible]	83	[illegible]
	334	1081	900	00 P 1	Co. [illegible]	6,907.39	8[illegible]CR	23,4[illegible]	83	85
	334	1081	900	00 N 1		6,907.39CR	897.39	[illegible]	84	85
	334	1081	920	00 P 1	Frtg Sec.			1[illegible].11	83	83
	334	1081	940	00 P 1	Salem Lab.			8[illegible].53	83	84
	334	1081	941	00 P 1	[illegible]			1,[illegible].61	83	84
	334	1081	944	00 P 1	[illegible]		26.17	1,[illegible]	83	85
	334	1081	945	00 P 1	Const. Sec.			451.07	83	84
	334	1081	946	00 P 1	[illegible]			3,1[illegible].41	83	84
	334	1081	948	00 P 1	Gen. Const. Eng			956.94	83	83
	334	1081	950	00 P 1		217.74CR	217.74CR		83	85
		TOT	P1			3,864.90	50,072.8[illegible]CR	240,49[illegible].80		
		TOT	N1			4,082.54CR	52,269.83	52,602.47		
		** JOB TOTALS **				217.74CR**	2,197.03 **	293,101.27 **		
SUNSET HWY-LEAHY RD	CONT NO 9602 FA PROJ NOS X10 9326012 94							X10 9326012 06	STATE	
	334	1085	201	00 P 1			28,380.35	793,820.78	83	84

R01
BILLING NUMBER 40

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

04/18/85

PAGE 58

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL [illegible]	AMOUNT PREV. CLAIMED	ADJUSTMENT [illegible]	AMOUNT OF [illegible]
334-1045	1#	XI -[redacted]-004 [redacted]	104,683.03	126,367.09	123,186.50	85.00	104,683.03	104,683.03		
	8#	M -[redacted]04 APPR-[redacted]	1,717.23	1,951.65	1,948.08	88.15	1,717.23	1,717.23		
	9#			5,194.22						
334-1045	PREFIX TOTALS		106,400.26	133,512.96	12[illegible].58		106,400.26	106,400.26		
334-1066	1	X10 -[redacted]41	14[illegible].00	17[illegible].33	[illegible]	85.00	[illegible]	[illegible]		
	2	X10 -[redacted]41	207,[illegible].00	244,[illegible].31	244,[illegible].31	85.00	207,4[illegible].41	207,[illegible].41		
	8	X10 -[redacted]1	8[illegible],900.00	95,097.35	95,[illegible]	85.00	[illegible]	[illegible]		
334-1065	PREFIX TOTALS	[redacted]	1772,707.00	20[illegible]	20[illegible].67		1771,[illegible].41	1771,[illegible].41		
334-1068	1#	B[redacted]2	92,980.86	103,791.62	103,728.07	80.00	[illegible]	[illegible]		
	2#	SCS -[redacted]2	114,070.87	129,396.93	129,341.39	88.18	114,070.87	114,070.87		
	8#	000 -[redacted]00								
334-1068	PREFIX TOTALS	[redacted]	[illegible].73	233,178.55	233,0[illegible].46		[illegible].73	[illegible].73		
334-1072	1	X10 -[redacted]03	902,[illegible].96	1073,[illegible].08	1057,171.07	85.00	89[illegible].41	[illegible].41		
	2	XI -[redacted]3	287,946.04	323,351.30	323,351.30	85.00	274,[illegible].61	274,[illegible].61		
	8	X10 -[redacted]33	22,000.00	25,158.24	25,144.02	85.00	21,372.42	21,372.42		
334-1072	PREFIX TOTALS	[redacted]	1212,405.00	1422,385.62	1405,666.39		1194,816.44	1194,816.44		
334-1076	1	X10 -[redacted]5	8[illegible].00	10[illegible].81	10[illegible].16	85.00	[illegible].19	[illegible].00	2,761.19 8	
	8	X10 -[redacted]05	12,100.00	14,139.14	14,135.37	85.00	12,015.06	12,015.06		
334-1076	PREFIX TOTALS	[redacted]	909,[illegible].00	1067,643.95	1073,148.53		912,176.25	909,415.06	2,761.19	
334-1081	1#	X10 -[redacted]04	204,423.98	293,101.27	240,498.80	85.00	204,423.98	204,423.98		
334-1085	1	X10 -[redacted]2	863,999.00	1013,077.34	1007,336.11	85.00	856,235.69	856,235.69		
	8	X10 -[redacted]12	30,200.00	34,834.94	34,744.59	8[illegible].00	29,532.90	29,532.90		
334-1085	PREFIX TOTALS	[redacted]	894,199.00	1047,912.28	1042,080.70		885,768.59	885,768.59		
334-1090	1	RRP -[redacted]35	60,606.00	67,115.69	67,115.69	90.00	60,404.12	60,404.12		
334-1091	1	X10 -[redacted]-006 APPR-178	805,316.00	880,684.12	851,242.27	85.00	723,555.93	723,555.93		
	2	X10 -[redacted]3-006 APPR-580	53,183.00			85.00				

9456

November 26, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9456

Gentlemen or Ladies:

On September 6, 1984, we wrote to you concerning release of final payment on Contract No. 9456 awarded to R. A. Hatch Co. for work on the Sunset Highway-Walker Road Section of FAU 9043 in Washington County.

The total contract amount is $1,264,973.57 including $23,934.53 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9456

September 4, 1984

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

CON 5

Time Extension Request
Sunset Highway-Walker Road
Contract No. 9456

We have reviewed the information you submitted concerning late delivery of poles to your subcontractor, Hendricks Electric. The facts presented indicate that the poles were delivered later than expected.

As stated in my previous letter on this matter, late delivery of materials is not a bona fide reason for adjustment of contract time. The recent submittal does not state any other reasons for delay and your request for additional contract time due to late delivery of poles is denied.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
Operations Branch

bc C. O. Fredrickson
Al Harwood
Dave Jones

COF:WES:ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1984

In Reply Refer to
File No.:

CON 5

Columbia-West Materials &
Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Attn: Mr. William A. Bugge

Dear Bill:

Final Payment and Retainage Release
Contracts 9415 and 9456

I agree that there needs to be improvement in the process of making final payment and closing completed contracts and this has a very high priority with me. There are two major areas of delay in closing out completed contracts. One area of delay is by the State in completing its review of materials used in the work to assure specification compliance and obtain FHWA participation in the work. The other area of delay is due to contractor lateness in completing all contract requirements, including required paperwork. These are usually items such as PR-47, payroll data, material certifications and/or other required documents.

I have taken steps to try to eliminate, or at least significantly reduce, the first cause of delay. The responsibility for materials quality assurance has been delegated to the Region offices and an engineering position has been added to each Region to perform this function during the course of construction. The past process was done in Salem after the project was completed. The new procedure is effective for projects completed after August 1, 1984. It is my intent to eliminate, or minimize this area of delay in closing out completed projects.

The second area of delay is beyond my control, but I encourage contractors to explore methods to assure the timely submittal of contract required documents.

The two projects referenced in your letter are examples of the two delay areas I have discussed. On-site work for contract number 9415 was completed on March 24, 1983. We have not yet received the required certification for certain landscape materials. The contractor has been advised of this deficiency and has not responded. We are unable to make final payment until the required certification is received.

Form 734-3122

On-site work for contract number 9456 was completed on April 5, 1983. Required contract documents were received from the contractor on January 26, 1984. Final payment and retainage release is pending the completion of our review of contract quantities and materials compliance and should be made in about two months.

Thus, both the State and the contractor typically contribute to delay in closing out completed contracts. I intend to eliminate or minimize the State portion of delay. This won't happen overnight but progress should be evident in the next few months as the Region materials assurance personnel become proficient in their duties.

Sincerely,

Werner E. Schwartz

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

COLUMBIA – WEST

MATERIALS AND CONSTRUCTORS, INC.
6686 N. W. ST. HELENS RD.
P.O. BOX 10425 · PORTLAND , OREGON 97210

(503) 286-9431 (503) 243-1196

July 26, 1984

RECEIVED
STATE HWY ENGR
JUL 30 '84
REFER TO Jackmond
FOR
Info | Inves | R/D ✓ | D/M | Sign | Act | File

7/31
due 8/8

Oregon Department of Transportation
Division of Highways
140 Transportation Building
Salem, Oregon 97310

Attn: Mr. R.E. Schwartz, P.E.
Assistant State Highway Engineer

Subject: State Contracts #9415 & #9456

Dear Pat,

I'm writing you concerning the subject contracts and the long delays in the release of retainage to the prime contractor, R.A. Hatch Co. We were a subcontractor to Hatch on these contracts for all A/C paving work and our last date of paving was 25 March, 1983 which was punch list work to complete the sale of both jobs.

We have been in contact with Hatch for the last six to eight months to collect our retainage and they continually inform us that your department is still holding the retainage for both projects although they were complete at about the same time we completed our work as we were the last subcontractor on the job.

Pat, I feel that a one year plus is too long for a contractor to have to wait for retainage and this seems to be the typical case on all work we have done for your department, whether as a subcontractor or a prime contractor, the last several years.

While I realize that certain requirements have to be met to finalize a job, the time frame certainly can be reduced considerably from what it is now. The undue hold up of retainage places a tremendous hardship on contractors' cash flow, bonding capacity and borrowing ability. Which in turn the costs have to be passed on to the owner agency for a contractor to stay in business.

I would certainly appreciate your help in both obtaining release of retainage on the subject contracts as well as working to reduce this typical delay in retainage on all state contracts.

"COL - WEST"

Pat, if I can be of any help I would surely appreciate a call.

Bill

William A. Bugge
President
Columbia West Materials &
Constructors Co.

WAB/sks
Col-West

cc: R.A. Hatch

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Highway- Walker Road	WEEK ENDING: February 11, 1984	SECTION PREFIX: 334-1072
HIGHWAY: FAU 9043(NW 185th Ave.)	COUNTY: Washington	
NAME OF JOB:	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: R.A. Hatch Co.	CONTRACT NUMBER: 9456	FEDERAL AID PROJECT NUMBER: IX-9043
DATE OF CONTRACT: April 4, 1982	DATE WORK STARTED: April 20, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 240	WORK DAYS USED: CALENDAR DAYS USED 297
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 124
PROJECT AUTHORIZATION: $1,419,854.61		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $1,310,527.19	ENGINEERING AUTHORIZATION: 100,327.44 THIS WEEK: -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,297,433.33	ENGINEERING COST TO DATE: $121,100.00	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 122 %	DATE PROJECT WAS COMPLETED: April 5, 1983

Semifinal submitted 11/23/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,290 CY	24,900 Ton			9,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	15,270 CY	28,050 Ton			9,750 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,270 CY	28,050 Ton			9,750 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		K
WEDNESDAY		0		RECEIVED
THURSDAY		0		FEB 1[illegible] 1984
FRIDAY		0		CONSTRUCTION SECTION
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Semifinal submitted November 11, 1983.

Third notification dated January 26, 1984.

FINAL REPORT.

SIGNED David L. Jones, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Hendricks Electric

January 26, 1984

R.A. Hatch Company
P.O. Box 6179
Bend, Oregon 97708

RECEIVED
STATE HWY ENGR
JAN [illegible] '84
REFER TO
FOR
Info Inves R/D D/R [illegible]

NOTED
W.E. [illegible]

Attn: Dave Jones

Re: Time Extension Request

REF: Sunset Highway - Walker Road
Contract #9456
FAP #IX-9043(3)

Dear Dave Jones:

I have received a copy of your letter dated 10 January 1984 to R.A. Hatch Co. regarding Time Extension Request. This letter is in reference to your Item No.1, "Late delivery of poles - 27 working days".

The content of this letter is to document the events that caused this delay, and the efforts that were expended to prevent the delay from occurring. I feel that every effort possible was made to complete the project within the allotted time and that Hendricks Electic, as a subcontractor, had to deal with circumstances beyond its control. I request your time in reading my letter in its entirety.

The dates below show the sequence of events involving the poles furnished by Pacific Union Metal, through North Coast Electric (supplier), to Hendricks Electric. The dates are taken from invoices, submittals, orders and other documents showing proof of dates. I have enclosed copies of each and have marked them to indicate their association to each date given.

March, 1982 - Project Bid Date

April 14, 1982 - Project contract signed by R.A. Hatch Company

ach-A- May 10, 1982 - Project subcontractor, Hendricks Electric, approved by State Department of Transportation.

-B- April 16, 1982 - Subcontract signed by Hendricks Electric.

-C- April 14, 1982 - Poles ordered / Pacific Union Metal.

-D- June 7, 1982 - Pole drawings received from Pacific Union Metal for submittal to State.

-E- June 8, 1982 - Pole drawing submittals sent to R.A. Hatch Co. for State submittal.

-F- June 16, 1982 - Pole drawings stamped approved by State.

P.O. Box 6207 • Bend, Oregon 97708 • (503) 389-7244

-G- June 28, 1982 - Approved pole drawings were received by R.A. Hatch Co. and returned to Hendricks Electric.

-H- June 29, 1982 - Hendricks Electric sent approved drawings to Pacific Union Metal.

(Note: At this point I did not know that the approved drawing would have to go back to the Pacific Union Metal's Engineer to be drawn for the factory; or, that the quoted 16-to-18 week delivery date would start after the factory received an approved drawing from their engineer.)

-I- July 21, 1982 - Pacific Union Metal received engineer-approved drawing and established shipping date.

-J- July 26, 1982 - Hendricks Electric received letter establishing date of delivery.

It was at this time we realized that there would not be sufficient time from date of delivery for us to install signals complete. Via telephone we did everything possible to expedite the poles in sufficient time for timely completion.

-K- December 18, 1982 - Delivery of poles to project site.

We were on the site within two (2) days to begin our installation and worked through both holiday weeks, in any and all types of weather in order to complete this project - as your records surely show. I truly feel that Hendricks Electric was not totally responsible for the pole delay, and my justification, as I see it, follows.

When bidding our first State of Oregon Department of Transportation project, I spent 6-months studying your Standard Specification, Special Specification, and any other material available to me. Having been successful on the Sunset Highway-Walker Road Project with R.A. Hatch Co., R.A. Hatch Co. was very informative and helpful in describing the problems that may occur with certain materials. It was for that reason I took it upon my own to order poles even before I had received an approved contract from Oregon State Highway Division. There were only (8) poles of the simplest design. I had made a definite point of trying to obtain the poles for this project and at that time there were only three pole companies - none in the State of Oregon - that were approved by the Oregon State Transportation Department (as required in a special provision for this project) and all of these companies stated that their delivery date was 14 to 18 weeks from approval. As a subcontractor, I am placed at the mercy of the State and the General Contractor because I have no control as to when the work will commence on a project, which establishes when the calendar day will start.

I realize that our portion of this project was small in comparison to the overall bid. Had I known at the start that the 16-18 week delivery time was established from the time that Pacific Union Metal received the approved drawing rather than from the time of order, I would have notified R.A. Hatch Co. of my problem.

I have since been successful in bidding other projects and poles were the biggest problem. Approximately 1-year ago I was able to persuade an Oregon Company to produce poles that are also acceptable to the Oregon State Transportation Department, and can be delivered 10-weeks from date of order (which should be a great savings for anyone concerned).

At this point I have paid my supplier for the poles and have no recourse against them. It has been better than 1-year since completion of my portion of this project and to date, I have still to receive my retention even though I have paid most of my suppliers in full.

This project was an expensive experience for me but I feel that I did not waiver in my responsibilities to the project -- made my very best attempt to complete it within your guidelines. Since this project, I have been approved by the State of Oregon as a minority contractor, and although I have not been successful on any other bids I am still trying. I would appreciate any help at this point, as well as your reconsideration of my position in this pole-delivery matter.

Yours truly,

Gary M Hendricks

Gary M. Hendricks

:jj
Enc: (11)

✓cc: W.E. Schwartz, P.E.
Asst. State Highway Engineer
for Operations.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1984

In Reply Refer to
File No.:
CON

RECEIVED
JAN 12 1984

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Time Extension Request
Sunset Highway-Walker Road
Contract No. 9456
FAP No. IX-9043(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. Additional contract time was requested for five listed reasons.

No.

1 Late delivery of poles - 27 working days.

The timely furnishing of materials required to complete the project is a contractor responsibility and is not a bona fide cause for adjustment of contract time. This portion of your request is therefore denied.

2 Utility delay - 15 working days.

This portion of your request is granted.

3 Excavate and replace unsuitable subgrade material - three working days.

This portion of your request is granted.

4 Delay due to lack of staking - one working day.

Our records do not indicate this request to be valid and this portion of your request is denied.

5 Additional utility delay - eight working days.

This portion of your request is granted.

In summary, a contract time adjustment of an additional 36 1/2 calendar days (26 working days) is granted for Items 2, 3 and 5 and the remainder of the request is denied. The adjusted contract time of completion for this project is 276 1/2 calendar days. There remain 19 1/2 calendar days of liquidated damages under this contract.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Dave Jones.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

D

SUBCONTRACT AGREEMENT

THIS AGREEMENT, made this 16th day of April, 1982, by and between HENDRICKS ELECTRIC
20340 NORWOOD RD.
BEND, OR 97701

hereinafter called the Subcontractor, and R. A. HATCH CO.
P.O. BOX 201
BEND, OR 97709

hereinafter called the Contractor, WITNESSETH:

SECTION 1. The Subcontractor agrees to furnish all necessary materials, labor, tools, equipment and supplies necessary to perform and to perform all work called for in "Section 2" hereof in the construction of OSHD Contract 9456, Sunset Highway-Walker Road, FAU 9043 (N.W. 185th Ave.), Washington County

for Oregon State Highway Division

hereinafter called the Owner, at Salem, Oregon

in accordance with the terms and provisions of the Contract between the Owner and the Contractor, dated April 14, 1982, including all the General and Special Conditions, Drawings and Specifications and other Documents forming, or by reference made, a part of the Contract between the Contractor and the Owner, all of which shall be considered part of this Subcontract by reference thereto, and the Subcontractor agrees to be bound to the Contractor and the Owner by the terms and provisions thereof. All drawings of the Subcontractor must be submitted for approval of the Owner's Representative through the Contractor's Office.

SECTION 2. It is agreed that the materials to be furnished and/or work to be done by the Subcontractor are as follows:

ITEM NO.	DESCRIPTION	ESTIMTAED QUANTITY	UNIT PRICE	ESTIMTAED TOTAL

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 18, 1983

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SUNSET HIGHWAY-WALKER ROAD
Contract No. 9456

RECEIVED
OCT 19 1983
CONSTRUCTION SECTION

CE
CAE
FOE
OCC
SCS
SEO
OM
CA
LS
TC
FE
CP

Attached is a time extension request from the contractor for 54 working days, or 75 calendar days. Dave Jones has analyzed each of the five items the contractor listed as reasons for the time overrun, and recommends 53 working days, or 74 calendar days.

Referring to the sheet with Dave's analysis of the five items, Item 1 concerns a delay due to signal pole delivery. This should be the responsibility of the contractor, and no information is given to indicate anyone else being responsible for the delay. I do not recommend we grant any time for this reason.

Item 2 concerns a utility hold-up during the month of May and early June, 1983. I believe the 15 days asked for by the contractor and recommended by Dave Jones is reasonable.

Item 3 concerns the removal and/or treatment of unsuitable material. I concur in the 3 day recommendation.

Item 4 concerns an alledged staking hold-up. I concur in Dave's statement and recommend no time be given.

Item 5 is another utility delay, and I believe the contractor's request and Dave's recommendation for 8 days is reasonable.

My recommendation is to grant 26 working days, with 23 being due to utility delays and therefore non-participating, and 3 days due to excess unsuitable material, and these should be participating.

We had a time chart made showing the progress of the job and the delays encountered, and the delays mentioned are not concurrent. The chart, according to our notes, was sent to you with our original submission. We didn't keep a copy, and you have indicated it isn't in the Construction Section files. If necessary, another one can be reconstructed from the project weekly and daily records.

10-26-83

W. E. Schwartz -

I do wonder if at least some of the utility delays claimed were contemplated in the contract. However, I have no reason not to accept the Region and Project Manager recommendations on items 2-5. I concur with Region that item 1 be denied.

MC/gw
Attachment
cc Dave Jones

01-125-1387

DUNS
00-847-9909

SALES ORDER

PACIFIC UNION METAL DIVISION

THE UNION METAL MANUFACTURING CO
BOX 2760 • 2320 DOMINGUEZ STREET • LONG BEACH, CALIFORNIA 90801

WHEN INQUIRING
ABOUT YOUR ORDER
PLEASE GIVE THIS NO.

C-43876

AREA CODE 213
835-7166

(C)

Note → DATE ENTERED 5-10-82

RECEIVED 4-14-82

503050
NORTH COAST ELECTRIC COMPANY
[illegible] WEST EVERETT STREET
PORLTLAND OREGON 97209

HENDRICKS ELECTRIC MAY 24 '82 36
SUNSET HWY WALKER ROAD (N.W. 185TH AVE
CALL GARY AT 503-389-7244 24 HRS PRIOR TO
DELIVERY FOR EXACT ADDRESS PORTLAND ORE.

SUNSET HWY AND WALKER ROAD OREGON

FREIGHT CHARGE ☒ PREPAY AND ALLOW ☐ FREIGHT COLLECT ☐ WILL CALL NO FREIGHT ALLOWED

CUSTOMER'S ORDER NO. A-12882

MARK 26624

SHIPMENT REQUESTED WILL ADVISE

PRELIMINARY FACTORY SCHEDULE 16-18 W [illegible]

TERMS: NET 30 DAYS - NO DISCOUNT
INTEREST CHARGED ON PAST DUE ACCOUNTS

DATE SHIPPED

PLEASE REMIT TO:

DEL. TICKET NO.

VIA

INVOICE DATE

INVOICE NO.

DATE OF ORDER 4-14-82

SALES AREA 12

SHIPPED FROM LONG BEACH

QUANTITY	DESCRIPTION	CODE	NET EACH	TOTAL
	SECTION I			
	71045-Y14 UNION METAL GALV POLE PER DWG 71045-F6-R5 CUST POLE # 1,2,3,4,6 AND 8	16		
	71045-Y147 UNION METAL GALV POLE PER DWG 71045-A39 CUST POLE 5 AND 7	16		LUMP SUM [redacted]
	MATERIAL CERTS REQUIRED			
	FACTORY ENGR NOTE ANCHOR RODS AND TEMPLATES REQUIRED AT ONCE TO HENRICKS ELECTRIC % DESCHUTES BUSINESS CENTER SUITE 4 [illegible] [illegible] OREGON 97761			
	NOTE ORDER ANCHOR RODS FROM PORTLAND BOLT CUSTOMER REQUIRES WK 5-17-82 DO NOT WAIT FOR DWG APPROVAL			
	ENGR NOTE 10 DWGS REQUIRED FOR APPROVAL			
	ORDER RAW TUBES AT ONCE DO NOT WAIT FOR DWG APPROVAL PRICE FIRM TO 9-30-82			

F.O.B. POINT OF SHIPMENT

Ⓑ

North Coast Electric Supply/Portland has Original Copy.

Ⓔ

TO: R. A. HATCH COMPANY
SUBMITTALS: TRAFFIC SIGNALS
LOCATION: SUNSET-HI-WALKER ROAD
PROJECT: #1X-9043 (3)

JUNE 8, 1982

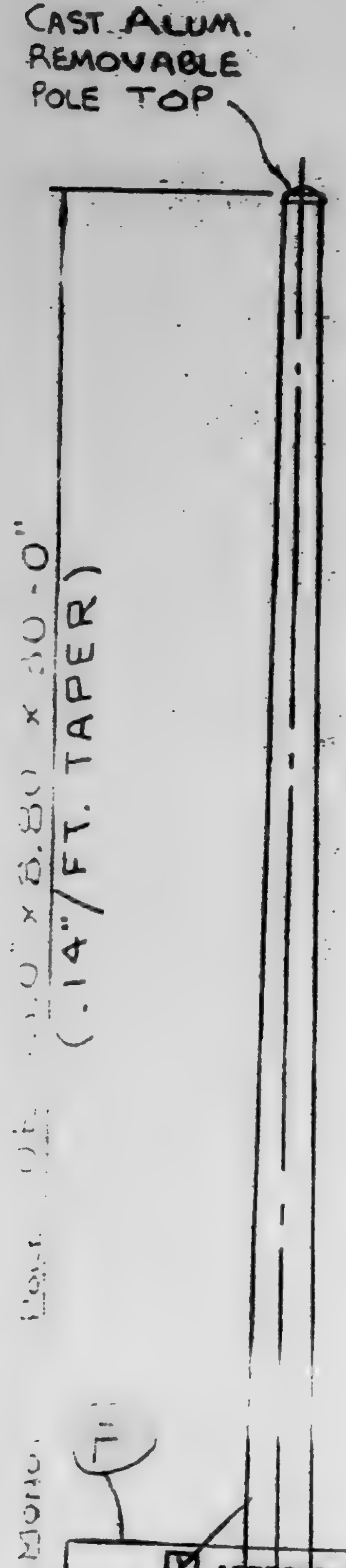
Ⓕ

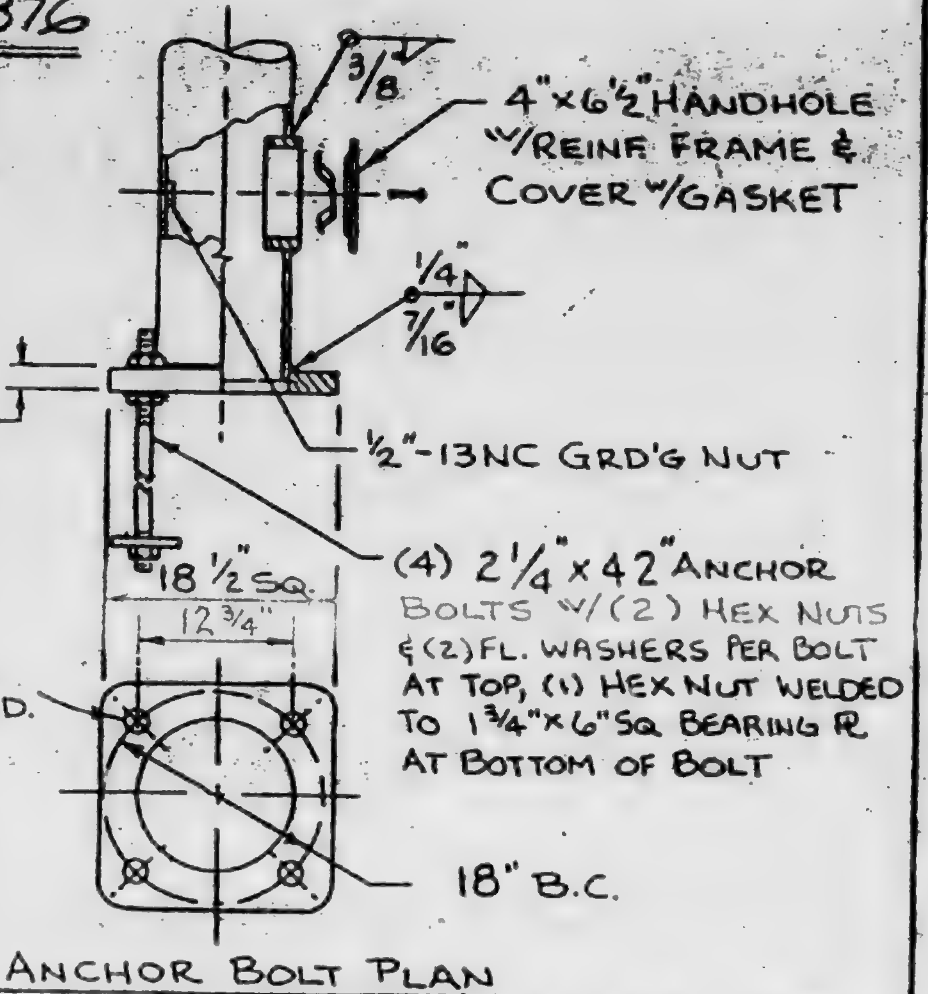
MATERIAL SPECIFICATIONS	
SHAFT	ASTM-A595, GR. "A"
PLATES & BARS	ASTM-A36
ANCHOR RODS	ASTM-A307, GALV'D. FULL LGTH. PER ASTM-A153
FINISH: GALV'D.	ASTM-A123
ANC. ROD NUTS	ASTM-A307, GR. DH GALV'D. PER A153

ITEM #2 (2-REQ'R)
71045-Y147
UNION METAL GALV. POLE
CUSTOMER POLE # 5 & 7

JOB NAME:
SUNSET HWY & WALKER ROAD, OREGON.

S.O. # C-43876


CAST ALUM. REMOVABLE POLE TOP
Round Mono. Pole Dia. 13.0 x 8.80 x 30'-0"
(.14"/FT. TAPER)
Ⓕ
13"


3/8
4"x6½" HANDHOLE W/REINF. FRAME & COVER W/GASKET
1/4
7/16
2" THK PL. BASE
½"-13NC GRD'G NUT
(4) 2¼"x42" ANCHOR BOLTS W/(2) HEX NUTS & (2) FL. WASHERS PER BOLT AT TOP, (1) HEX NUT WELDED TO 1¾"x6" SQ BEARING PL AT BOTTOM OF BOLT
18½" SQ.
12¾"
HOLE I.D. ¼" PLUS BOLT O.D.
18" B.C.

ANCHOR BOLT PLAN

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUN 16 1982
OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.01 & 105.02 of the Standard Specifications for Highway Construction
BY J. E. Chidsey

DESIGN NO 71045-Y147

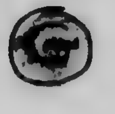
STEEL STRAIN POLE
FOR STATE OF OREGON

THE UnionMetal MANUFACTURING COMPANY

DATE 5-6-82
DWN J.D.C.
CKD CEL

71045-A39

REVISIONS



Stamped on Letter at R.A. Hatch Company.

(4L)

Verified by North Coast Electric, Supplier.

7-21-82

Pacific
Union Metal
Division

2320 DOMINGUEZ ST.,
CARSON, CA. 90810
PHONE (213) 835-7166

P.O. BOX 2760
LONG BEACH, CA. 90801

Ⓘ

July 21, 1982

North Coast Electric Company
625 West Everett Street
Portland, Oregon 97209

HENDRICKS

Subject: Your P. O. No.: A-12882
Our S. O. No.: C-43876
Job Name : Sunset Hwy and Walker Road Oregon

Ⓙ JUL 26 REC'D

Gentlemen:

This is to confirm that we have received the approved drawings for the above subject order and have released the order for manufacturing and shipment.

Our preliminary factory shipping schedule is for the week of 11/12/82. This was not done

Very truly yours,

PACIFIC UNION METAL DIVISION

lm

cc: Malcar Associate ✓
220 S.E. 28th Street
Portland, Oregon 97214
Sales Department
Factory Office
Production Control

DUNS
00-347-9909

INVOICE

PACIFIC UNION METAL
THE UNION METAL MANUFACTURING CO
BOX 2760 • 2320 DOMINGUEZ STREET • LONG BEACH, CALIFORNIA 90801

DUPLICATE
NOV 23 1982

WHEN INQUIRING
ABOUT YOUR ORDER
PLEASE GIVE THIS NO.

43876

AREA CODE 213
835-7166

503050
NORTH COAST ELEC. CO.
625 W. Everett St.
Portland, OR 97209

HENDRICKS ELEC. 36

Sunset Hwy & Walker Rd., OR Ⓒ

CUSTOMER'S ORDER NO. A-12882

MARK 26624

SHIPMENT REQUESTED

PRELIMINARY FACTORY SCHEDULE Ⓚ

TERMS: NET 30 DAYS – NO DISCOUNT
INTEREST CHARGED ON PAST DUE ACCOUNTS

DATE SHIPPED 11/17/82

PLEASE REMIT TO:
DEPARTMENT 4-2033
LOS ANGELES, CA. 90088

DEL. TICKET NO. 9882 From Long Beach Calif.

VIA Riley

INVOICE DATE 11/19/82

INVOICE NO. 112153

CHARGE ☒ PREPAY AND ALLOW ☐ FREIGHT COLLECT ☐ WILL CALL NO FREIGHT ALLOWED

DATE OF ORDER 4/14/82

SALES AREA 12

SHIPPED FROM Long Beach

		DESCRIPTION	CODE	NET EACH	TOTAL
1	71045-Y14	UNION METAL Galv. Pole per Dwg. 71045-F6-R5 Cust. Pole No.s 1,2,3,4,6 & 8	16		
2	71045-Y147	UNION METAL Galv. Pole per Dwg. 71045-A39 Cust. Poles 5 & 7	16	Lot	[redacted]
		Less Prev. Billing			[redacted]
					[redacted]

COMPLETE

F.O.B. POINT OF SHIPMENT

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80166

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/83

8. FEDERAL ROUTE NUMBER FAU 9043

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sunset Highway - Walker Road

11. GENERAL DESCRIPTION OF WORK

Patching - Bronson Creek Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/27/83 as requested in Mr. Keasey's letter of 12/28/83 as being cost effective for the use of Washington County forces to proceed with the above work. State Force Order No. 6 representing work to be done by Washington County is approved for a TEC of $2,000 Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. Ke
1/10

14. DATE 1/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

nig 9456

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA\Oregon Division
Salem, Oregon

11-9-83

4. PROGRAM NO.

5. ITEM NO. 80166

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-9-82

8. FEDERAL ROUTE NUMBER FAU 9043

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SUNSET HIGHWAY - WALKER ROAD

11. GENERAL DESCRIPTION OF WORK

Revised authorization date for Force Order #5

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's November 3, 1983 letter and the documentation submitted by the Washington County Surveyor, I approve the revised date of authorization to proceed to July 9, 1982 for Force Order #5.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1 K

LILLEGARD & LUUKINEN
ATTORNEYS AT LAW
Suite 503 - Ellendale Plaza
289 E. Ellendale
P.O. Box 194
DALLAS, OREGON 97338

CHRIS L. LILLEGARD, P.C.
CHARLES E. LUUKINEN, P.C.

TELEPHONE
(503) 623-6676

10 October 1983

COPY

Hendricks Electric
Deschutes Business Center
Suite 4
20340 Norwood Rd.
Bend, OR 97701

Re: Oregon State Highway Division
Contracts #9489 and #9456 -
Signals & Control Systems of
Oregon, Inc.

Dear Mr. Hendricks:

Please be advised this office represents Signals & Control Systems of Oregon, Inc., with respect to the above-referenced contracts. As you are well aware, the products provided by Signals & Control Systems have been in place and operating for approximately six months. You are also aware that the terms of your contract with them was that the sums due would be paid within 30 days of the date of shipment to you. There was no agreement whatsoever with respect to any retentions.

Please consider this demand for payment in full of the amount which remains due in the total sum of $1,786.40, within ten (10) days of the date of this letter.

Failure to remit will result in a lawsuit being filed and you will incur the additional trouble and expense of defending yourself in Court. A judgment will be rather simple to obtain and of course then the property of Hendricks Electric will be subject to seizure by the Sheriff to be applied upon the amount of the judgment. To avoid this additional trouble and expense, pay the amount which is long overdue. If we do not hear from you, we will proceed as you have made it necessary.

Very truly yours,

LILLEGARD & LUUKINEN

CHRIS L. LILLEGARD

RECEIVED
OCT 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9-30-83
claims already filed
on these 2 contracts:

# 9456	1,137.65
# 9489	648.75
	$ 1,786.40

no response rec. to this letter - info only

CLL:smh
cc: Signals & Control Systems
of Oregon, Inc.
R. A. Hatch Co.
Industrial Indemnity Co.
✓Dept. of Transportation

[illegible] C-83-205

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible] 1983
NORMA PAULUS
SECRETARY OF STATE

October 6, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9489 & $9456

Signals & Control Systems of Oregon, Inc.
1935 Davcor Street, S.E.
Salem, OR 97302

Attention: Kevin Kendall

Gentlemen:

This will acknowledge your two letters dated September 30, 1983, filing claims against the following Highway Division contracts:

10-11-83.
kjm

CONTRACT NO. 9456

FILED BY:	Signals & Control Systems of Oregon, Inc.
FOR:	Labor and materials
AMOUNT:	$1,137.65
AGAINST (Prime contractor):	R. A. Hatch Co.
PROJECT:	Sunset Highway-Walker Road Section, FAU 9043 (NW 185th Avenue), Washington County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

CONTRACT NO. 9489

FILED BY:	Signals & Control Systems of Oregon, Inc.
FOR:	Labor and materials
AMOUNT:	$648.75
AGAINST (Prime contractor):	R. A. Hatch Co.
PROJECT:	Fariss Road-Powell Boulevard (Gresham, Unit 2) Project, FAU 9867, Multnomah County
SURETY:	Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

Signals & Control Systems of Oregon, Inc.
October 6, 1983
Page 2

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached two claims on the attached copies of our letter. Individual letters supplied so you can assign two different file numbers since they are on different contracts.

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Signals & Control Systems of Oregon, Inc.

1935 DAVCOR STREET S.E. • SALEM, OR 97302 • (503) 371-1032

September 30, 1983

Mr. Bob Gormsen
Department of Transportation
Transportation Bldg. #121
Salem, Or. 97310

Dear Mr. Gormsen, RE: Contract #9456

Per the above contract we are still unpaid in the amount of $1137.65 for labor and materials.

Sincerely,

Kevin D Kendall

Kevin Kendall
Signals and Control Systems of Oregon, Inc.

RECEIVED
OCT - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9043(3)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80166

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/12/83

8. FEDERAL ROUTE NUMBER: FAU 9043

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Sunset Highway - Walker Road

11. GENERAL DESCRIPTION OF WORK
Remonument Section Corners

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/12/83 as requested in Mr. Keasey's letter of 8/4/83 as being cost effective for the use of County Forces to proceed with the above work. State Force Order No. 5 representing work to be performed by Washington County Forces is approved for a TEC of $1,732 Federal Funds $1,472.

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO
FOR
Info | Inves | P/D | D.R | Sign | Act | File

Orig to
8/17

14. DATE: 8/12/83

15. SIGNATURE OF APPROVING OFFICIAL: G K Hossner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4-21-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

MISC. CONTRACTS and
AGREEMENTS No. 7241

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On March 15, 1990, signed a personal service contract with Andersen Consulting for developing a new system for reporting resources and accomplishments to the Maintenance Management System covering the period April 5 to August 31, 1990, at a cost not to exceed $135,500. (Contract approved by Transportation Commission February 20, 1990.)

2) On March 15, 1990, approved a 26.5 percent increase in project authorization on the Kings Highway-Jasper Section of Stewart Avenue (Medford) in Jackson County (Contract No. 10,804) in the amount of $275,000.

3) On March 15, 1990, signed a personal service contract with J. M. Colosimo Associates, Inc., to guide the Highway Division in a number of organizational change processes now underway. The contract is effective from March 27 to December 1, 1990, at a cost not to exceed $69,920. (Approved by Transportation Commission November 14, 1989.)

4) On March 20, 1990, signed a personal service contract with Parsons Brinckerhoff Quade & Douglas, Inc., to conduct a corridor-level Environmental Impact Statement for the Western Bypass Project in Washington County over a two-year period beginning March 20, 1990, at a cost not to exceed $1,604,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved contract October 17, 1989.)

5) On March 20, 1990, approved an agreement between the Nature Conservancy, the Department of Transportation, the State Lands Board, the Department of Fish and Wildlife, the Department of Forestry, the Department of Agriculture, and the Department of Parks and Recreation. This agreement defines areas of interest in regard to the Oregon Natural Heritage Act and specifies management responsibilities of the Oregon Natural Heritage Data Base. Agreement is in effect through June 30, 1992. (Approved by William Anhorn for State Highway Engineer.)

6) On March 28, 1990, signed a Settlement and Release with Washington County concerning work on the Sunset Highway-Walker Road Section of NW 185th Avenue. (Contract No. 9456 awarded on April 14, 1982, to R. A. Hatch Co., Bend.)

7) On March 30, 1990, signed a personal service contract with Holland & Scales, P.S. for conducting three legal counseling seminars for disadvantaged business enterprises. The contract covers the period April 6 to September 30, 1990, at a cost not to exceed $15,000. (Approved by Chairman Hollern December 1, 1989.)

8) On April 3, 1990, signed a personal service contract with Chase, Jones & Associates Inc., for survey and monumentation of the Bancroft Street-Sellwood Avenue Section of Macadam Avenue in Multnomah County. The contract covers the period April 3 to September 28, 1990, at a cost not to exceed $66,080. (Approved by Transportation Commission May 16, 1989. Contract signed by William Anhorn for State Highway Engineer.)

9) On April 6, 1990, signed a Stipulated Order of Dismissal in the matter of the allocation of relocation benefits to Edward J. and Judith K. Hermann, dba Ed's Mower and Saw Shoppe.

Dated this 27th day of April, 1990

For Donald E. Forbes, State Highway Engineer

April 25, 1990

DEPARTMENT OF JUSTICE

Interoffice Memo

DATE: February 28, 1990

TO: Dale Hormann
Assistant Attorney General
General Counsel

FROM: William F. Cloran WFC
Assistant Attorney General

SUBJECT: Washington County v. R.A. Hatch, et al.
Washington County Circuit Court No. C8808-57CV

Attached are materials received from Mr. Robert J. Mulvihill of attorneys for Washington County. The documents consist of a settlement and release in duplicate original. Region Engineer Don Adams has reviewed these documents and is familiar with their contents. I have reviewed them as well. The purpose of the documents is to move towards a resolution of disputes between the State and Washington County over a project to improve 185th Avenue. Would you please have an appropriate official execute the settlement and release on the part of the State. One original should be filed with the Highway Division's documents. The second original should be returned to me for retransmission through Mr. Mulvihill to the County. Needless to say, we would like to get this portion of the settlement rapped up as quickly as possible so that the State and the County can proceed to hire a consultant and examine the question of pavement performance.

WFC/pjv
1353T

Attachments

cc: Don Adams (w/o attachments)
Bob Mulvihill (w/o attachments)

SCHOUBOE, MARVIN & FURNISS
ATTORNEYS AT LAW
560 THE RIVER FORUM
4380 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201-6408

L. M. SCHOUBOE
JAMES H. MARVIN
ANTHONY W. FURNISS
DOUGLAS C. FARRELL
GLEN S. SHEARER
GREGORY J. LEINEWEBER
ROBERT J. MULVIHILL

AREA CODE 503
TELEPHONE 243-2608

February 14, 1990

Mr. William Cloran
Attorney in Charge, Contracts Section
Department of Justice
Justice Building
Salem, Oregon 97210

Re: Washington County v. R. A. Hatch, et al

Dear Bill:

I am enclosing three originals of the Settlement and Release concerning the Washington County matter, all of which have been executed by my client. Please have the appropriate State official execute the documents on behalf of the State of Oregon and return two of the documents to me. The third original, of course, is for the State.

Thank you for the courtesies extended throughout this litigation. Please feel free to contact me if you have any questions.

Very truly yours,

SCHOUBOE, MARVIN & FURNISS

Robert J. Mulvihill

RJM/jf

Enclosures 3

cc: Mr. Dan Olsen

Wash. Co.

ROAD DESIGN SECTION DES 16

David L. Jones
Project Manager

November 3, 1982

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Sunset Highway-Walker Road
FAU 9043 (N.W. 185th Avenue)
Washington County
Contract 9456

ix-9043(3)

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 05 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are three sets of approved drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs; and one set sent to Traffic Safety Supply Company for sign fabrication.

DHH:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

STATE OF OREGON

INTEROFFICE MEMO

TO: Bridge Section

DATE: October 20, 1982

FROM: David L. Jones,
Project Manager

SUBJECT: Sunset Hwy.-Walker Rd.
Washington County
Contract 9456

Transmitted __X__ herewith
_____ under separate cover

COPIES	ITEM
4	Shop drawing for permanent signs (4)

__X__ for approval
_____ approved
_____ approved as noted
_____ returned for correction and resubmittal
_____ per your request
_____ for your signature

NOTED
[illegible]

9-56

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80166

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/82

8. FEDERAL ROUTE NUMBER FAU 9043

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Walker Road Section

11. GENERAL DESCRIPTION OF WORK
Remove and relocate service pole within R/W access control line of Sunset Highway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/22/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,300 Federal Funds $1,105.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

11/26

August 18, 1982

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

We previously requested and received from the County a $84,500 deposit for construction of the Sunset Highway-Walker Road section on N.W. 185th Avenue. That deposit was computed on the basis of State providing 9 percent of the total construction cost; however, State's 9% match only applied to the FAU Replacement Funds.

A computation of the County's share of construction is as follows:

Estimated Construction Cost		$1,410,854.63
Less Federal Funds		1,199,226.43
TOTAL LOCAL MATCH		$ 211,628.20
STATE MATCH: (FAU REPLACEMENT $844,736 Fed. Funds)		
($844,736 ÷ 85%) x 9% =	89,442	
COUNTY MATCH:		
TOTAL LOCAL MATCH	$211,628	
Less State Match	89,442	
TOTAL COUNTY MATCH	$122,186	
Less Previous Deposit (4-8-82)	84,500	
BALANCE OF COUNTY SHARE	$ 37,686	

Please deposit the balance of County share in the amount of $37,686 in the Local Government Investment Pool, Oregon State Treasurer.

Very truly yours,

D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

FAU Replacement Funds increased to $1,199,226
G

GEZ:pf
cc w/AD # 82-18 Supp.: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #82-18 Supp. when deposit is made.

9456

1-P

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Sunset Highway-Walker Road		CONTRACT NO. 9456
HIGHWAY FAU 9043 (NW 185th Ave.)	COUNTY Washington	PREFIX 334-1072
CONTRACTOR'S NAME AND ADDRESS R.A. Hatch Co. P.O. Box 6179 Bend, OR 97708		F.A. PROJECT NO. IX-9043(3) DATE PREPARED July 13, 1982 EXTRA WORK ORDER NO. 2

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Lower partially constructed 18" sewer line to miss 20" water line.

LOCATION OF WORK (STATION NUMBERS) —

"L" 143+00 to 143+60 ±

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$700.00
Equipment	250,00
Materials	50.00
	$1,000.00

SPECIFICATIONS AND OTHER PROVISIONS —

All work shall be done in accordance with OSHD Standard Specifications, 1974, as supplemented and/or modified by the Special Provisions for this contract.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

PROJECT AUTHORIZATION	$	1,410,854.63
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$	1,357,749.94
ESTIMATED XXXXXX UNDERRUN %	$	53,104.69

SUBMITTED BY (RESIDENT ENGINEER)
David L. Jones

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED
DS 7-29-82

APPROVED (CONSTRUCTION) DATE
7-20-82

734-[illegible]

HIGHWAY DIVISION

PUB

April 19, 1982

Vickie Rocker
Public Affairs

Robert N. Bothman
Assistant State Highway Engineer

Jenkins/158th/185th Groundbreaking

I would like to pass on a nice compliment from Commissioner Dagg on your efforts with the groundbreaking ceremony this week in Washington County. She was very complimentary to your efforts, to you and to the entire ceremony.

The groundbreaking contained several other significant activities such as Commissioner Dagg's positive comments towards Rick Gustafson, the showing of communications with ODOT between the developers, the County Commission, the State, and the cities. Positive comments for Congressman AuCoin, groundwork to initiate a major construction of the Cornell Road interchange involving the State, County and the developers, and recognition by all including Commissioner Dagg of the massive reconstruction of county roads underway this summer were also noted.

The prime objective of acknowledging Congressman AuCoin was certainly achieved.

I certainly appreciate your efforts and would encourage you to seek out and pursue these sorts of activities with Ed.

lb

cc Ed Hardt lb

9456

GROUNDBREAKING CEREMONY PROGRAM

158th Avenue
Jenkins Road/185th Avenue
April 12, 1982

9:30 - 10:00 AM Refreshments (Two Public Works Staff Serving)

10:00 AM WELCOME AND INTRODUCTIONS -

Virginia Dagg, Chairman - Washington County Board of Commissioners.

10:10 AM TIME CAPSULE PRESENTATION -

Mrs. Robin Case's Sixth Grade Class present Washington County with a Time Capsule to be buried beneath 185th Avenue.

Presenting: Chuck Fields
Anthony Mills
Scott Cambron

project

10:20 AM LES AUCOIN PRESENTATION -

Thanks - the individual effort

Thanks inthe gift

Virginia Dagg Introduces Fred Miller, Oregon Department of Transportation.

Fred Miller who will Present Award To:

Congressman Les AuCoin, U.S. Representative, First District.

Les AuCoin Comments.

10:40 AM Virginia Dagg Introduces Washington County Commissioners.

COMMISSIONERS COMMENTS -

Lyell Gardner

Jim Fisher

Bonnie Hays

Lucille Warren

11:15 AM ENGINEERING COMMENTS -

Larry Rice, Public Works Director
Washington County

Tom Walsh, Vice Chairman
Oregon Transporation Commission

Fred Miller, Director
Oregon Department of Transportation

Dick Waker
Dick Waker Associates, Inc.

Be sure you have signed the Guest Sheet. These names will be placed in the Time Capsule. (Laurel Helou and Christina Lucas assisting)

FRED MILLER

9456

GROUNDBREAKING CEREMONY PROGRAM

158th Avenue
Jenkins Road/185th Avenue
April 12, 1982

9:30 - 10:00 AM Refreshments (Two Public Works Staff Serving)

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project

Thanks - the individual effort

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Thanks
in the
Gift

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Oregon Department of Transportation.

Fred Miller who will Present Award To:

Congressman Les AuCoin, U.S. Representative, First District.

Les AuCoin Comments.

10:40 AM Virginia Dagg Introduces Washington County Commissioners.

COMMISSIONERS COMMENTS -

Lyell Gardner

Jim Fisher

Bonnie Hays

Lucille Warren

11:15 AM ENGINEERING COMMENTS -

Larry Rice, Public Works Director
Washington County

Tom Walsh, Vice Chairman
Oregon Transporation Commission

Fred Miller, Director
Oregon Department of Transportation

Dick Waker
Dick Waker Associates, Inc.

Be sure you have signed the Guest Sheet. These names will be placed in the Time Capsule. (Laurel Helou and Christina Lucas assisting)

FRED MILLER

1859

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Fred D. Miller
Director

DATE: April 9, 1982

FROM: R. N. Bothman, Assistant State
Highway Engineer for Administration

SUBJECT: 158th/Jenkins Road/185th Groundbreaking
April 12, 1982

ccpit
#9415

Vickie Rocker advised there will be a number of speakers for the groundbreaking. Virginia Dagg will be the master of ceremonies, and all of the county commissioners, Larry Rice, Dick Water, a sixth grader, Tom Walsh and yourself are scheduled to speak.

The Department did initiate this groundbreaking as a method of acknowledging the assistance of Representative Les AuCoin in gaining the federal funding for the project. However, all three roads are county roads, therefore Vickie Rocker has worked with Connie Easter of Washington County to put together the ceremony.

There has been a last minute (Thursday) conflict with Virginia Dagg in the emphasis of the groundbreaking to recognize Representative AuCoin's efforts. She will, in her presentation, recognize the efforts of Washington County. She might, as she has done in a couple other instances, be somewhat critical of the federal funding coming to Washington County in all areas, not just transportation. She is highly supportive of the block grant process.

You will be introduced by Virginia Dagg to make a few comments. You will be responsible to introduce Representative AuCoin.

(a) importance of system

I suggest you make a few comments relative to the importance of the County arterial street system. Our responsibility in Washington County primarily rests with the Sunset Freeway, Highway 217, and Tualatin Valley Highway. It is essential that a county arterial network be developed to accommodate the travel demands in Washington County for both State traffic and county traffic. These three projects are very important.

These (c) projects

These projects in Washington County are sponsored by the county; the local match is from county funds, but the work in developing the project, designing the project, acquiring the right-of-way, supervising construction rests with the Oregon Department of Transportation. We work very closely with the county.

(b) cooperation

County + state projects

The second major point to make with the county is that we have enjoyed an excellent working relationship with Washington County, cooperatively bringing these county projects to fruition, as well as state projects, such as the Highway 217/Sunset Interchange, Allen Avenue Interchange, Denny Road Interchange, and the Progress Ramp to name a few.

FRED MILLER

The partnership we have with the Congressional delegation in seeking the Interstate transfer funding, the technical work being accomplished by the Division to physically build the project and the cooperation in establishing the project by the County, all form a very good partnership in Washington County. The City of Beaverton might also be recognized as being very active in the area of transportation in Washington County, however, they were not specifically involved in the projects.

2 freeways = 145 projects

You might touch on the fact that with the withdrawal of the two major Portland freeways, the entire region has been a major benefactor in receiving much needed federal funding to accomplish projects. The fact is that with the withdrawal of the two Portland freeways, we will be able to construct 145 projects in the region.

future ?

There might be one other good lead into Tom Walsh's discussion, and that is that the Interstate transfer program is the only significant source of federal funds for projects in the urbanized area of Washington County. That program is approximately half complete at this point and we should be starting to identify additional funding sources to carry on the necessary transportation improvements once the Interstate transfer program has been completed.

Les AuCoin was instrumental in obtaining sufficient Federal funds for Washington County from the Federal budget under a very tight national program. This region was one of two in the nation to increase its funding in 1982 over 1981. Many lost out completely in 1982. AuCoin and Senator Hatfield pushed through legislation in Congress to make these projects possible.

I'll plan to chauffeur you to and from the ceremony; we will meet Tom at the site.

lb

cc H. S. Coulter
E. L. Hardt

ⓐ Importance of State/County system

ⓑ Coop efforts on " " projects,

ⓒ These projects sponsored by county
but we develop, design, supervise const.

ⓓ 2 freeways = 145 projects

ⓔ What funding in future ?
- fed'l / state

ⓕ How we can do it on state level (Walsh)
AuCoin + federal - one of 2 regions in country

94[illegible]6

March 30, 1982

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

On March 25, 1982 we received a satisfactory bid from R. A. Hatch Co., P.O. Box 201, Bend, Oregon 97701 for the Sunset Highway-Walker Road Section on N.W. 185th Avenue in Washington County.

As described in our Agreement No. 7241, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid	$1,168,568.00
Anticipated Additional Items	85,525.00
SUBTOTAL	$1,254,093.00
4 1/2% Contingencies	56,434.19
8% Engineering	100,327.44
Estimated Construction Cost	$1,410,854.63

COUNTY SHARE: 6% of $1,410,854.63 = $84,500 (rounded)

We will award the contract when we receive your advance deposit in the amount of $84,500, which should arrive not later than April 16, 1982.

On the attached sheet we have described three methods of advance deposit. Please use the method of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

Rec'd LGIP 4-5-82
KEH

KEH:af
Attachment

bcc W/AD # 82-18: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-18 when advance deposit is received.

9456

21

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: March 30, 1982

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 25, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 25, 1982 on the following projects:

1. John Day Airport
   Crosswind Runway, Grant County
   Grading and Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Same as No. 1.

3. Gettings Creek, Cabin Creek and
   S. Umpqua Safety Rest Areas
   Pacific Highway, Lane and Douglas Counties
   Building Alteration and Water Reservoirs

   Same as No. 1.

4. Pacific Highway East @ Mt. Hood Avenue (Woodburn)
   Pacific Highway East, Marion County
   Traffic Signal

   Same as No. 1.

5. Pacific Highway West @ 12th Street (McMinnville)
   Adams Street and Baker Street, Yamhill County
   Traffic Signals

   Pedestrian signals will be installed on this project.

6. Beede Reservoir-Drinkwater Pass
   Central Oregon Highway, Harney County
   Grading and Paving

   Two 12-foot lanes with 6-foot shoulders, except where a 12-foot climbing lane is added. Shoulder adjacent to climbing lane is narrowed to 4 feet.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established.....where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

7. Midland-California State Line
   The Dalles-California Highway, Klamath County
   Grading and Paving

   12-foot lanes and 8-foot shoulders throughout project.

   Same as No. 6.

8. Geary Street-Albany Avenue (Albany)
   Salem Avenue, Linn County
   Grading and Paving

   Two 12-foot lanes with 10-foot parking on one side with 5- or 6-foot shoulder bikeways and 4- to 4-and-one-half-foot sidewalks on each side.

9. Big Creek Bridge
   Big Creek Drive, Union County
   Structure

   27-foot, 6-inch roadway on structure with 28-foot aggregate-surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established.....if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

10. Davies Overcrossing
Sunset Highway, Washington County
Grading, Paving, Structure and Illumination

12-foot lanes with 8-foot shoulders provided throughout project.

Same as No. 6.

11. Sunset Highway-Walker Road
N.W. 185th Avenue, Washington County
Multi-lane with 14-foot median

4-foot shoulder bikeway on each side provided throughout project and 5-foot sidewalk provided as necessary.

DES:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 15, 1982

File No: 334-1967

TO: FRANK TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Sunset Highway-Baseline Road
N.W. 185th Avenue
Washington County

I request your approval of the attached Authority for Survey No. 3 for this project. PE expenses up until now have been FAU funded, Federal Aid No. M-9043(2).

Current expenses for PE exceed the current project agreement estimate. However, there are adequate FAU funds authorized in the MSD TIP to cover the expenses to date.

This project is only one of several FAU funded projects in Washington County that are now overrunning. To preserve unobligated FAU funds to cover these overruns, I request that the funding on this project be switched to Interstate Transfer funds for future PE expenses. The 1982 FAIX allocation authorizes $20,800 (federal) for PE expenses on this project. Additional FAIX funds can be obligated from underruns on other projects once it is determined the amount of FAIX funds necessary to fund this Authority for Survey.

The previous Authority for Survey was written to perform preliminary engineering through design approval. There were no funds included in the previous authority for final design. Since the previous Authority for Survey was written, we have added to the project two signal installations on the Sunset Interchange ramps. There also have been design changes requested by Washington County to add roadway width in some areas of the project.

This Authority for Survey is written to bring only the Sunset Highway-Walker Road section of the project to contract. The remaining section (Walker Road-Baseline Road) has been postponed indefinitely pending the availability of additional federal funds. A decision will be made within three months regarding the allocation of the Westside Arterial FAIX authorization. This may provide construction funding for Walker Road-Baseline Road.

This Authority for Survey for $140,640 is 8.0 percent of the current construction estimate of $1,767,439. The construction includes two contracts for the Sunset Highway to Walker Road Section.

Please request FHWA approval and obligation of additional FAU funds to cover the expenses to date, and FAIX funds to cover future PE expenses to the amount of this Authority for Survey.

po
cc: D.E. Swan Curt Duval Jon Rose Robin Brooks

Attachments

9456 (

Planning file 77-76

Form E-20 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sunset Highway - Baseline Road Section
Sunset Highway - Walker Rd Unit

Date March 11, 1982

Highway N.W. 185th Avenue (FAU 9043)

Authorization No. 3

County Washington #34

Survey Prefix 334-1967 (Assigned by Salem office)

Description of termini, route, length, etc.: From the Sunset Highway on the north, to Baseline Road on the south. The overall length is 1.8 miles on N.W. 185th Ave.

Proposed: Two to three travel lanes plus a continuous left turn median. Install two signals at the Sunset Highway on/off ramps.

Purpose of survey: To complete the preliminary engineering for the Sunset Highway-Walker Road section of this project. The remaining section (Walker Road-Baseline Road) is being postponed indefinitely

Estimate of cost: Roadway: $1,625,439
Signals: 142,000
F.A. No. M-9043(2)

Field Survey	(901)	52,500
Citizen Participation	(902)	100
City of County	(903)	100
Consultant	(904)	
Final Design	(905)	31,000
Bridge Design	(906)	50
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	2,700
Traffic	(911)	16,000
Landscape	(912)	1,000
Liaison R/W	(913)	2,500
Utility	(914)	4,000
Final Audit	(915)	
Photogammerty	(916)	18,500
Location Studies	(918)	2,800
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	4,500
Admin. Services	(922)	200
Environmental	(923)	2,500
Foundation Exploration	(926)	200
Seminars	(950)	1,390
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	
	(955)	400

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 17 1982
LOCATION
SECTION

Total estimated cost of survey	$ 140,640
Previous authorization	93,000
Additional authorization requested	47,640
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer
CURT DUVAL, Location Manager

Recommended for Approval:
JAMES D. MCCLURE. Project Development Mgr.

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

KEH
W

9456

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80166

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/3/82

8. FEDERAL ROUTE NUMBER FAU 9043

9. STATE ROUTE NUMBER County Road

RECEIVED
[illegible]
REFER TO
[illegible]
FOR

10. GENERAL LOCATION:
Sunset Highway - Walker Road Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type Pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Asphalt cement adjustment	$21,000
on the job training	$800
State Furnished Software	$1,000
Signal controller Testing, and Turn on S.F.	$4,725
Permanent Pavement Striping S.F.	$7,500
Temporary Pavement Striping S.F.	$1,500
Remove Temporary Striping S.F.	$1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,625,439 Federal Funds $1,381,623.

A signed copy of the Title Sheet is returned herewith.

14. DATE 3/3/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9457

2.

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: H. S. Coulter
State Highway Engineer

DATE: February 26, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Catlin Gabel School

I have been working with Washington County and Catlin Gabel School in an attempt to resolve some issues involving traffic control matters in the school area. Washington County is anxious to reach a consensus on what the County will and will not do to help the school because Catlin Gabel has withheld negotiation for a FAU widening project on Barnes Road that serves the school.

The County has agreed to install some advance signing with flashing beacons and is asking our assistance to the extent that we would sell to them the signal head and flashing unit with cabinet to enable a rapid installation.

Your approval of this request is recommended. If you approve, E. L. Hardt's office can work with the County to determine final arrangements.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

LEG:ds

cc: E. L. Hardt

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 3/4/82

[illegible] TA [illegible]

RECEIVED
STATE HWY ENGR
FEB 26 '82
REFER TO
FOR

Info	Inves	R/D	L R	Sign	Act	File

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

February 11, 1982

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

L.E. George
State Traffic Engineer
Transportation Building
Salem, Oregon 97310

Re: Barnes Road Project - Catlin Gabel School

Dear Mr. George:

This is to follow up our phone conversation to confirm a meeting with respresentatives of Catlin Gable School. The meeting will be held at the Catlin Gabel School on Thursday, February 25, 1982 at 10:00 a.m. Discussion will be about traffic control and installation of a school flasher device.

Following that, there will be a discussion about the Barnes Road improvement project and the dedication of additional right-of-way for the project.

Yours very truly,

Tom Spear

Tom Spear
Right-of-Way Coordinator

TMS:ja:1:1

cc: Larry Mapes
Catlin Gabel School
8825 S.W. Barnes Road, Portland, Oregon 97225

Marty Nizlek

RECEIVED
FEB 16 1982
TRAFFIC ENGINEERING

an equal opportunity employer

Section Sunset Hwy-W ker Rd Programming Estimate $ 1,673 000
Highway FAU 9043 (NW 185th Ave) Project Length 1.05 mi.
County Washington Completion Time 240 CD
Kind of Work Grading, Paving & Signals Est. Comp. Date 12-23-82
Prefix 334-1967 Letting Date 3-25-82 Project No. IX-9043(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,408,159 50

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	7,500
Temporary Pavement Striping.	1,500
Remove Pavement Striping (Exist. & Temp.) . . .	1,500
Temporary Erosion Control	
State Furnished Signal Program	1,000
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	21,000
On the Job Trainees ($0.80 x 1000 hrs.)	800
State Responsibility for Damages	
Signal Controller Testing & Turnon	4,725
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
. . . .	
McKinley School Parking Lot.	40,000
Adjust Utlities	
. . . .	
. . . .	
. . . .	

$ 78,025 00

Subtotal $ 1,486,184 50

Contingencies (4-1/2%) 66,878 30

Engineering (8, [redacted]%) 118,894 76

Subtotal $

Credit for ______________________ . . . .

Estimated Net Authorization, Construction . . . .$ 1,671,957 56

APPROVED
cc: Earl Mershon
Jon Rose

Road Design Engineer

Rec'd 82
7-23 OK
G

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Sunset Hwy-Walker Rd	County Washington	Sheet 1 of 5
Kind of Work Grading, Paving & Signals	Length 1.05 mi. / Date 1-4-82	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(7%) Lump Sum	92,000-
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	30,000-
3	Temporary Signs		Sq. Ft.	666	6-	3,996-
4	Temporary Barricades		Each	45	125-	5,625-
5	Temporary Continuous Rail Traffic Barriers, Reflect		Lin. Ft.	500	10-	5,000-
6	Temporary Plastic Safety Markers		Each	43	80-	3,440-
7	Temporary Delineators		Each	56	18-	1008-
8	Flagmen		Hour	1500	23^{50}	35,250-
9	Sequential Arrow Signs		Each	1	3500-	3,500-
	ROADWORK					
10	Clearing and Grubbing		Lump Sum	All	Lump Sum	7,000-
11	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	7,000-
12	Embankment in Place		Cu. Yd.	13,920	4^{00}	55,680-
13	Toe Trench Excavation		Cu. Yd.	85	12^{00}	1,020-
14	Granular Embankment		Cu. Yd	600	15^{00}	9,000-
15	Trench Excavation		Cu. Yd.	2,815	8^{00}	22,520-

COST ANALYSIS UNIT. 1-6-82 Br

~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~

BID LETTING ~~2-25-~~ 3-25-80

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Sunset Highway - Walker Rd.	County Washington	Sheet 2 of 5
Kind of Work Grading, Paving & Signals	Length 1.05 mi. Date 1-4-82	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
16	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	5,500-
17	Watering		M-Gal.	210	10-	2,100-
18	Aggregate Shoulders		Ton	7,500	8^{75}	65,625-
19	Cement Treated Base Mixture		Ton	17,400	10^{50}	182,700-
20	Portland Cement in CTB Mixture		Ton	950	81^{00}	76,950-
21	Class "B" Asphalt Concrete Mixture		Ton	9,500	18-	171,000-
22	Asphalt Cement in Mixture		Ton	570	177-	100,890-
23	Aggregates in Chip Seal		Ton	175	15-	2,625-
24	Asphalt in Chip Seal		Ton	20	200-	4,000-
25	Asphalt in Tack Coat		Ton	10	250-	2,500-
26	Structural Plate Pipe Arch		Lin. Ft.	130	227-	29,510-
27	12-inch Culvert Pipe		Lin. Ft.	714	16-	11,424-
28	24-inch Culvert Pipe		Lin. Ft.	64	35-	2,240-
29	36-inch Culvert Pipe		Lin. Ft.	50	45-	2,250-
30	12-inch Sewer Pipe		Lin. Ft.	1,647	16-	26,352-
31	15-inch Sewer Pipe		Lin. Ft.	775	17^{50}	13,562^{50}
32	18-inch Sewer Pipe		Lin. Ft.	2,205	22-	48,510-
33	24-inch Sewer Pipe		Lin. Ft.	635	35-	22,225-
34	Extra for Pipe Under Pavement		Lin. Ft.	145	11-	1,595-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Sunset Hwy- Walker Rd	County Washington		Sheet 3 of 5
Kind of Work Grading, Paving & Signals	Length 1.05 mi.	Date 1-4-82	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
35	Concrete Manholes		Each	17	1200-	20,400-
36	Concrete Inlets, Type CG-1		Each	15	450-	6,750-
37	Concrete Inlets, Type G-2MA		Each	1	650-	650-
38	6-inch Drain Pipe		Lin.Ft	240	6-	1,440-
39	Filter Fabric		Sq.Yd.	240	2^{50}	600-
40	Gravel in Drains		Cu.Yd.	37	15-	555-
41	Guard Rail, Type 2A		Lin.Ft.	325	10-	3250-
42	Guard Rail Anchors, Type 1		Each	2	350-	700-
43	Rail End Pieces, Type C		Each	2	100-	200-
44	Concrete Walks		Sq.Yd.	1730	12^{50}	21,625-
45	Concrete Driveways		Sq.Yd.	90	16^{50}	1,485-
46	River Rock Patterned Concrete Surfacing		Sq.Yd.	1290	40-	51,600-
47	Concrete Median Terminals		Lin.Ft.	1,730	4^{50}	7785-
48	Concrete Curbs, Type A with 4' Gutter		Lin.Ft.	3,640	8^{50}	30,940-
49	Concrete Curbs, Type C		Lin.Ft.	2,700	4^{50}	12,150-
50	Extra for Asphalt Approaches		Each	23	200-	4600-
51	Loose Riprap, Class 50		Cu.Yd.	210	20-	4,200-
52	Delineators, Type 2		Each	70	22-	1,540-
53	Delineators, Type 3		Each	20	25-	500-
54	Delineators, Type 4		Each	6	15-	90-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Sunset Hwy-Walker Rd
County: Washington
Sheet 4 of 5
Kind of Work: Grading, Paving & Signals
Length: 1.05 mi.
Date: 1-4-82
Name: Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
55	Adjusting Manholes		Each	2	250-	500-
56	Reconstructing Concrete Manholes		Each	5	600-	3,000-
57	Furnishing and Installing Mailbox Posts		Each	10	100-	1,000-
	SIGNING					
58	Removal of Existing Sign Installations		LumpSum	All	LumpSum	4000-
59	Wood Sign Posts		LumpSum	All	LumpSum	2640-
60	Type "C", "D" and "R" Signs in Place		Sq. Ft	231	12-	2,772-
61	Type "EE" Signs in Place		Sq. Ft.	28	14-	392-
62	Type "H" and "I" Signs in Place		Sq. Ft.	40	11-	440-
63	Type "U" Signs in Place		Sq. Ft	49	17-	833-
64	Move and Reinstall Existing Signs		LumpSum	All	LumpSum	[illegible]
	TRAFFIC SIGNALS					
65	Traffic Signal Installation, Complete		LumpSum	All	LumpSum	142,305-
66	Fire Pre-emption System, Complete		LumpSum	All	LumpSum	1340-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Sunset Hwy- Walker Rd	County Washington		Sheet 5 of 5
	Length 1.05 mi	Date 1-4-82	Name Butler
Kind of Work Grading, Paving & Signals			

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
67	Roadside Seeding and Mulching		Acre	2	1000-	2,000-
68	Furnishing and Planting Trees		Each	15	75-	1,125-
69	Furnishing and Planting Vines		Each	620	0^{65}	403-
70	Soil Conditioner		Cu. Yd.	16	12-	192-
71	Furnishing and Placing Topsoil		Cu. Yd.	175	10-	1,750-
72	Bark Mulch		Unit	2	120-	240-
	Total					1,408,159^{50}

734-1736 (8-81)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

February 11, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM:
D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 80166
Project No. IX-9043(3)
Sunset Highway-Walker Road Sec.
Washington County

Attached data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 25, 1982.

Project concept was approved by letter dated December 32, 1981, to you from the Director of The Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 Review was previously forwarded.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
~~Gary~~ Zehner (w/att.)
General Files

[illegible] KEH

Form 734-3122

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

2-11-82

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., US 26 to Walker Rd.	**ADT**	PRESENT 8,000	FUTURE (66) (70) ----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Grade, Drain & H-T Pave.	NATL. FOREST (63) (65)	FA ROUTE NO.	SUPV AGCY	SA CLASSIF.	SA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 20 IX-	NUMBER 9043

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Washington		CODE 067
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9043	STATE Co. Rd.*

U.S. ------

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6204		"Sunset Hwy.-Walker Road Sec."	1.052	1,830,000	1,555,500	164,700	109,800

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	1.052	1,830,000 (16) (23)	1,555,500 (24) (33)	164,700	109,800
1	14	PROGRAM APPROVAL DATES 2-27-78						

REMARKS Additional Data: Item No.
No. M-904

* NW 185TH AVE.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-11-82

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26 to Walker Rd.		8,000	----	---	10	Oregon	41	772	80166

5 typewriter	NAT'L. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ave.								IX-	9043	(3)		

state Substitutions General Funded

Portland

COUNTY NAME	CODE
Washington	067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9043	Co. Rd.*	------

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)	CHARACTER OF PROPOSED WORK (Full description)
T		"Sunset Hwy.-Walker Road Sec."	1,052	1,830,000	1,555,500	164,700	109,800	ROW- 90' min.; ACCESS CONTROL-none; PARKING RESTRICTIONS-none.
DRH		PROJECT TOTALS	1,052	1,830,000	1,555,500	164,700	109,800	

DATES
2-27-78

* NW 185TH AVE.

REMARKS Additional Data: Item No. 80166; Project No. M-9043(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

SUNSET HWY.-WALKER ROAD SECTION
PROJECT NO. IX-9043(3)

Remarks continued:

Project Data: Grade, drain, high-type pavement, to provide 12 ft. travel lanes with planted median and left turn refuge lanes, bikeways, utility adjustments as required and incidental work common to this type of project.

Sta. "OX"	19+00	to Sta. "OX"	25+00 Bk = 125+00 Ah.			
Sta.	125+00	to Sta.	143+10	Three Lane	2,410'	
Sta.	143+10	to Sta.	152+00	Two Lane		890'
Sta.	152+00	to Sta.	167+00	Three Lane	1,500	
Sta.	167+00	to Sta.	174+50	Two Lane		750'
					3,910' = 0.740 mi.	1,640' = 0.311 mi.

Accommodation of Utilities: A State-County Agreement No. 7241 complying with paragraph 6d(1) of PPM 30-4.1 was executed 6-5-80.

Maintenance: A State-County Agreement No. 7241 complying with Section 116, Title 23 U.S.C. was executed 6-5-80.

Data for PR-37's:

Roadway:	Three Lane	$1,430,000.00
	Two Lane	400,000.00

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '81 AE/TIP on page 99, #111.

Wash.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: January 15, 1982

File No: 334-1967

TO: DONALD R. ADAMS
Final Design Engineer

Curtis H. Duval

FROM: CURTIS H. DUVAL
Location Manager

SUBJECT: Tanasbourne Town Center
Sunset Highway - Walker Road Section
185th Avenue
Washington County

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 15 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Please find attached for your use, one drawing from Waker Associates, Inc., showing the proposed new entrance roads to the Tanasbourne Town Center and a copy of Waker's letter to Marty Nizlek.

po

Attachment

DON what does the agreement call for
Hal

Frank
Review
[illegible] 1-18-82

1/22/82:
Agreement between Co & Waker Associates OK. ODOT agreement w/ Co to prepare contract plans. The info will help coordinate effort
Don

Plans to Robert

WAKER Associates inc.
CIVIL ENGINEERING
PLANNING · SURVEYING

January 14, 1982
65704

Marty Nizlek
Washington County
Dept. of Public Works
150 N. First
Hillsboro, Oregon 97123

Re: Tanasbourne Town Center - New Entrance to 185th

Dear Marty:

Enclosed for your review and approval are three (3) sets of plans for the new entrance road to 185th from the Tanasbourne Town Center. These plans have been revised per the Counties recommendations with some exceptions. The lane widths have been altered in accordance with AASHTO design standards and to allow the installation of A 4' bike path as per the OSHD plan. We have not included curbing and sidewalk on 185th as part of our project because it is already a part of the States plan. The above items were discussed with Earl Reed from your office on January 12, 1982 and he thought they were acceptable. The traffic delineators as suggested were not included at the entrances as we don't feel they are required due to the planned curbing, lighting, and striping.

Under cover of a copy of this letter we are transmitting two copies of the revised plan to the State Highway Department to the attention of Curt Duval. Curt indicated that he was sending his plans to Salem this week. The advance notice to the State should help expedite the exchange of information in order to meet the scheduled construction contract for 185th.

Please feel free to call should you have any questions.

Very truly yours,

WAKER ASSOCIATES, INC.

Daniel A. Sherwood
Daniel A. Sherwood, P.E.

DAS:nlf
Enclosure
cc: Curt Duval, ODOT

11080 S.W. ALLEN BLVD. / SUITE 100 / BEAVERTON, OREGON 97005 / (503) 643-9410

L.P.U.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: January ~~11~~ 12, 1982

File No: 334-1967

TO: LYLE WATSON
Final Design Supervisor

FROM: CURTIS H. DUVAL
Location Manager

Curtis H Duval

SUBJECT: Sunset Highway-N.W. Walker Rd.
N.W. 185th Avenue
Washington County

As we have discussed previously, Washington County has requested the constructing of the subject project be delayed until July or August of this year and that signals be added to the project at the intersections of the Sunset Highway Interchange ramps and 185th. An additional signal, at the owner's expense, is to be added at the intersection of 185th and Tanasbourne Mall main entrance. There are other minor plan changes which I will submit with the traffic signal vicinity maps.

Attached for your information, a copy of Washington County's letter.

pa

Attachment

cc Buz Swan

1-12-82
Curt says Larry Rice of County wants to proceed w/project as designed. Signals at 3 locations will be on a separate contract.
G

1 12 82
Est. - $1,530,000 as designed
G

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

January 5, 1982

Mr. Robert N. Bothman
Metropolitan Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Bob:

The purpose of this correspondence is to summarize the County's review of the preliminary plans on the 185th (Sunset to Walker Road) project. Our concerns were verbally conveyed to Curt Duval on Wednesday, December 30th, here at the County.

First, the problem of increasing congestion at the Sunset Highway off-ramp (westbound) and, to a minor extent, the eastbound on-ramp are of growing concern to us. We had hoped that the State would be able to correct this problem under its Six Year Program; we now see otherwise and would like your support to have signalization incorporated into the project for these two locations. Hopefully under-runs in the bids will allow this to occur without the need for additional authorization of funds.

We are concerned, however, that the project not be delayed any longer than necessary from going to bid. We definitely want to avoid jeopardizing this year's funding to the project. Therefore, we look to your office to advise us on the best possible course of action - add item? full inclusion?

As we had previously conveyed to you, we have an additional signalization need. The main entrance to Tanasbourne Mall has met warrants and the developers have indicated a willingness to place the signal at their expense. Our present understanding is that the State will construct a two party agreement between the County and the State to have this work done, hopefully, at the time of the project or sooner. (Note: This latter agreement may need to be expanded as mentioned below.)

We noted to Curt Duval the design features along the Tanasbourne Mall frontage. They have created an access road which will provide a second entrance to their facilities. Minor changes to the preliminary plans will be necessary to appropriately accomodate this entry.

Our next comments to Curt concerned the Cornell Road intersection. Here it appears that the County's LID will be complete by early spring. Thus, the 185th project will need to finish the tie-in. I would note a continuing pattern on your staff's part to utilize 35 to 45 foot curb radii. Given the bus and truck traffic which this facility, as well as all of our federal aid projects, will carry, we would like 55 foot radii where ever right-of-way permits. We have acquired said right-of-way on this project.

A point not discussed with Curt involved McKinley Elementary School between Cornell Road and Walker Road. We have an agreement with School District No. 48 to rectify their parking lot situation due to the widening. Heretofore I do not know whether this item had been discussed as qualifying in total or in part under the project as a legitimate expense. I raise the question now so that, if it cannot be included, we can incorporate this work in the above mentioned two party contract.

The County has done the design work for the McKinley School lot in a manner appropriate to accomodate their buses and to handle the surface runoff. Our engineer's estimate is $40,155 for the improvements. Please let me know what our options are on this item.

Other less significant items were discussed with Curt and we trust the changes can easily be incorporated.

Thank you (and your staff) for your continuing efforts to move our projects ahead.

Sincerely,

Martin

Martin C. Nizlek
Transportation Division Manager

MCN:ss:2:2
CC: Curt Duval

RECEIVED
JAN 11 82
PROJECT MANAGEMENT SECTION

File No. 334-1967

OREGON STATE HIGHWAY DIVISION

TO: Jon Rose

FROM: Curt Duwat

SUBJECT: Sunset Hwy - Walker Rd. NW 185th Washington County

DATE: 1-12-82

Attached, Washington Counties signature set of preliminary plans. They have made Comments on the following sheets: 2, 2A2, 4, 5, 6, 6A, 7, 7A, 8, 9 and 10.

Curtis H. Duwat

1-12-82

Buz Swan —

The attached plans have been reviewed and approved as noted by Washington County. Design and Traffic should be aware that two signals are being considered at the Sunset ramp terminals and one signal (at developers cost) at the Tanasbourn Mall entrance (sta. 133+30±). Tom Schwab has details.

Jon Ross (SIGNATURE)

PLEASE REPLY HERE

NOTED
W. E. COLE

382

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2A-2	Typical Sections
2B,2B-2,2B-3, 2B-4,2B-5	Temporary Protection And Direction Of Traffic
2C,2C-2	Pipe Data
2D, 2D-2	Signing
2~~E~~G	Summary
3,4,5,6,6A,7	Plan ¢ Profile
7A	Const. Notes
8,9,9A	Plan ¢ Profile
10	Landscape Development

Drg No. L-1025 Planting Details

STATE OF

DEPARTMENT OF T

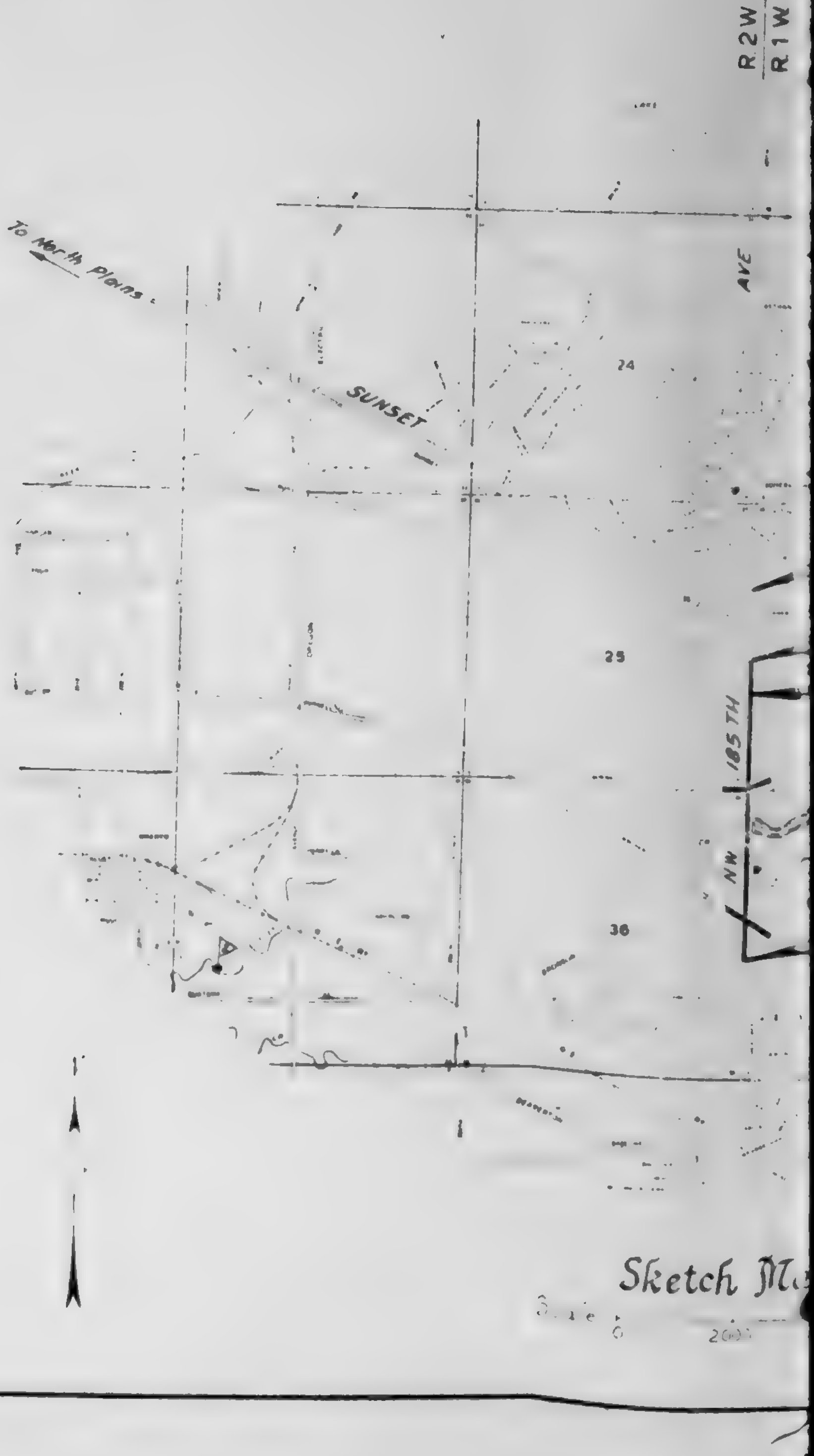
STATE HIGHW

PLANS FOR PROPO

SUNSET HIGHWAY –

FAU 9043 (N.W.

WASHINGTON



Sketch Ma

S-1

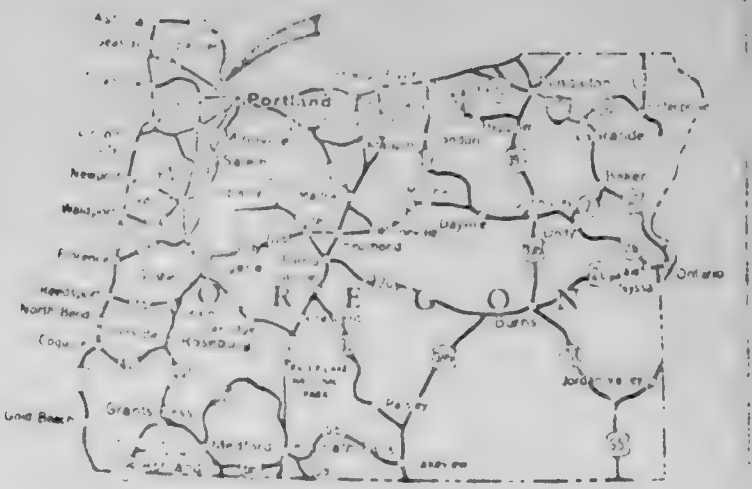
SUNSET HIGHWAY - WALKER RD. SEC. FAU 9043 (N.W. 185TH AVE.) WASHINGTON COUNTY				Sheet No 1
Fed. Road Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION

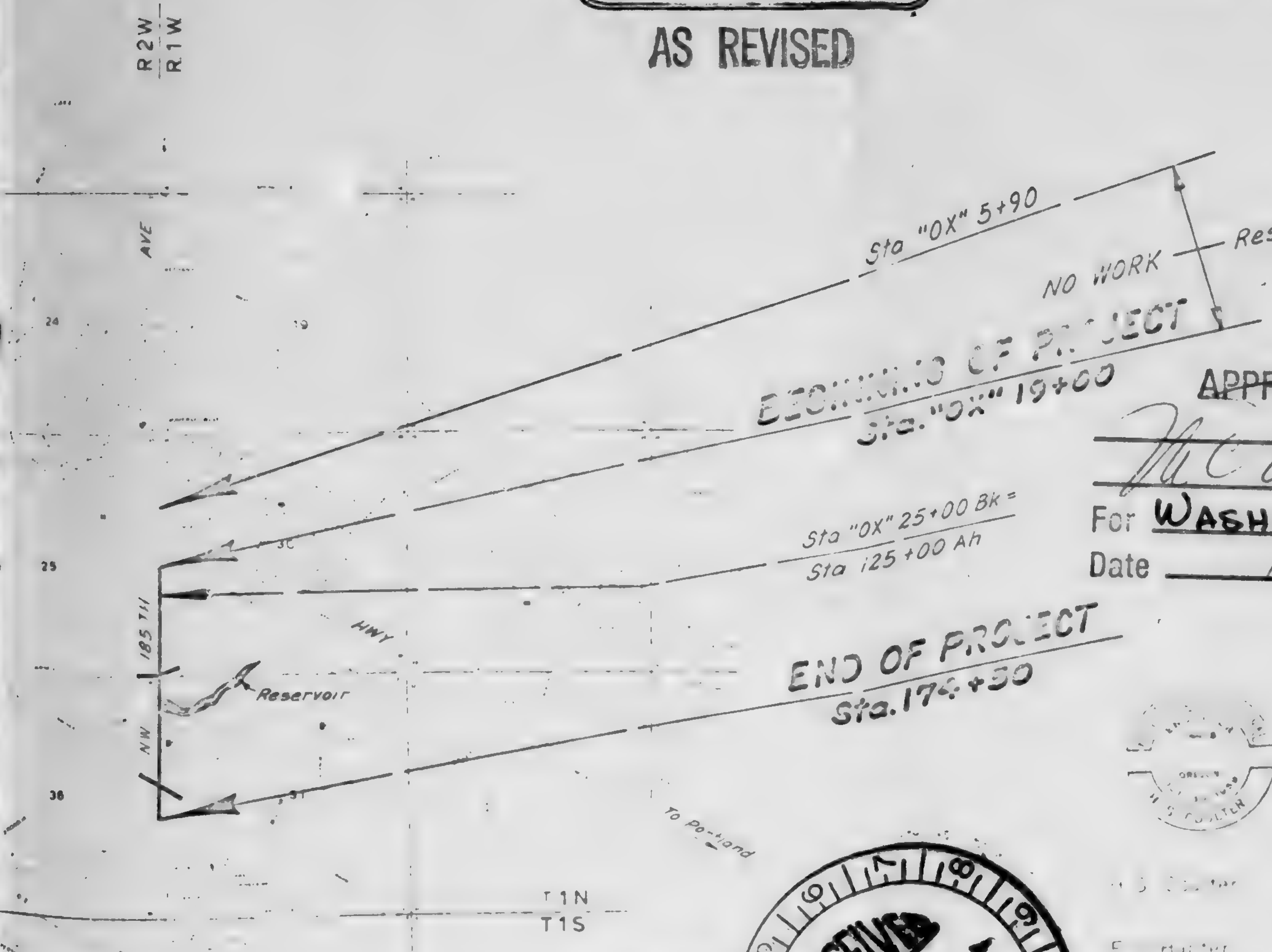
S FOR PROPOSED PROJECT

AY – WALKER ROAD SEC.
43 (N.W. 185TH AVE.)
WASHINGTON COUNTY



PRELIMINARY COPY
NOV 30 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED



APPROVED AS NOTED

For WASHINGTON COUNTY
Date 12/30/1981

STATE HIGHWAY ENGINEER

ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION
Anthony Yturri
Tim Walsh
Peter J Brix
Robert F. Dwyer
N B. Giustino
Fred B Klaboe

RECEIVED
DEC 3 1981
Public Works
Washington County

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

Sketch Map
Scale 0 2000 4000 Feet

7956

Wash Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 12, 1981

File No: 334-1967

TO: LYLE WATSON
Final Design Engineer

FROM: CURT DUVAL
Metro Location Manager

Curtis H. Duval

SUBJECT: Sunset Highway - Walker Road
S.W. 185th Avenue
Washington County

1 Versteeg ✓
Anderson
3 Christensen LW
2 Olson ahl.
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Please find attached Washington County's straight line chart showing changes in the median design for the subject project. They have dropped the raised median at the south end of the project and requested an additional opening as shown in red.

Please change the design of the subject project to comply with the attached straight line chart.

po

REFERRED TO
1 Beard
Stoudenmeyer
Cole LEL
Mann
Ellison
Watson
Dorn
Leu
File Copy
Doc.
BY FINAL DESIGN ENGINEER

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

November 3, 1981

MA PDIA PDE FFM SPC
ODOT - METRO

NOV 05 1981

BM PAR PPC FILE T/A

Mr. Dick Waker
Waker Associates
11080 SW Allen Blvd.
Beaverton, OR 97005

Dear Dick:

I have notified ODOT with respect to the proposed signal at Tanasbourne Mall's main entrance. Their response to my question on preferred method to proceed was as follows:

Since signal design (start to finish) with the State can take up to five months, there would be the danger of slowing up the 185th federal aid project. ODOT's regional office would advise us to proceed under a separate contractual arrangement.

To initiate this process Public Works will contact ODOT in writing to initiate a three party agreement. It was also noted in our discussions that the contractor on the project could be required to cooperate in the signal placement. Thus, the efforts would occur simultaneously.

I will construct the letter of notification and copy your office.

Sincerely,

Martin

Martin C. Nizlek
Transportation Division Manager

MCN:ss:1:1
CC: 185th Project File
Don Adams, ODOT

cc Schwab
Duval

Washington

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: Don Stoudenmeyer
Preliminary Design Engineer

DATE: September 30, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Sunset Hwy.-Walker Rd. Sec.
FAU 9043 (N.W. 185th Ave.)
Washington County

Attached are two prints of the approved sign study plans for the above named project.

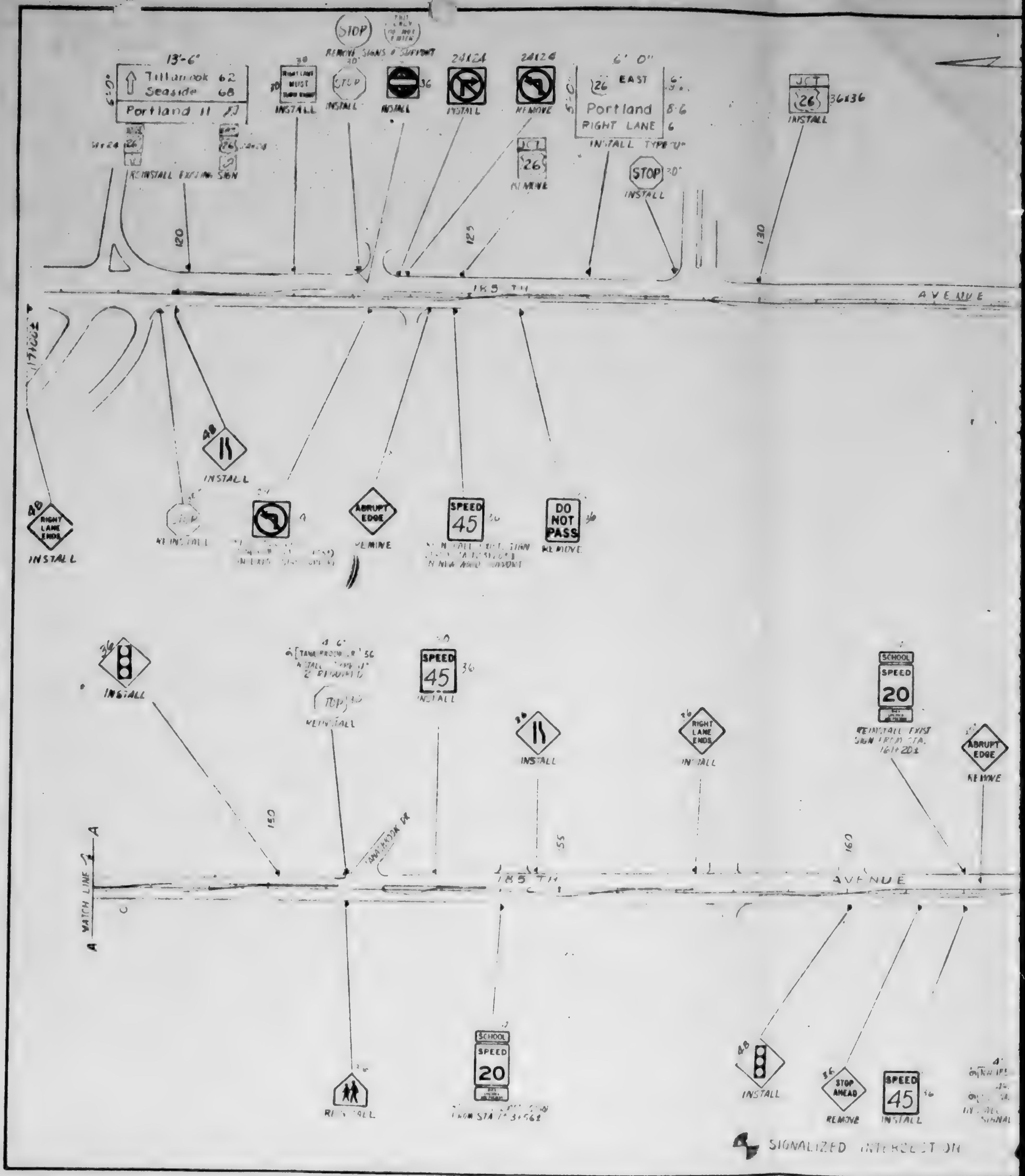
These plans should be included in the project scheduled for November 19, 1981.

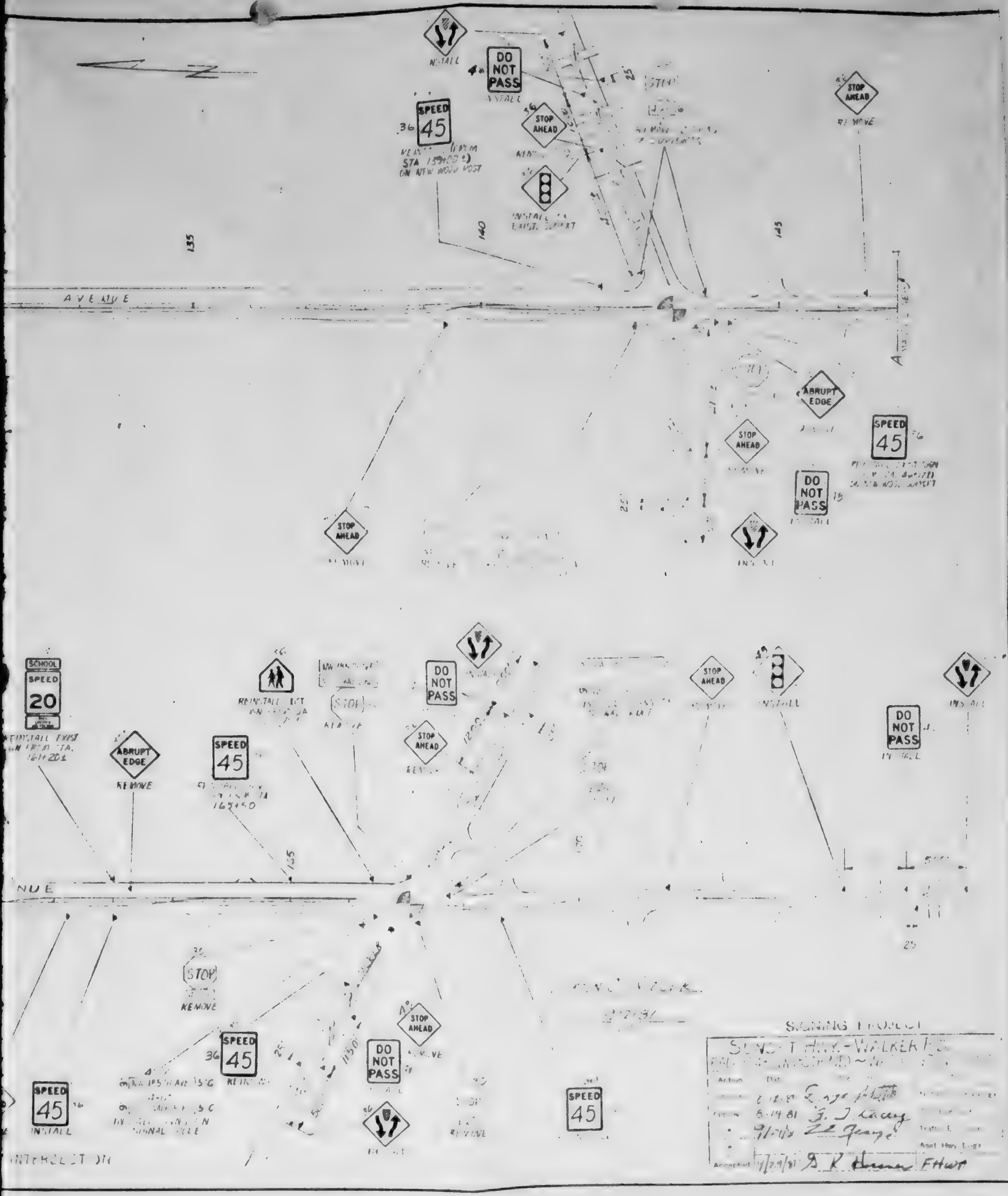
L. E. George
L. E. George
Traffic Engineer

ELS/dcb

cc: Bob Bothman w/attach.
Ed Hardt "
W. W. Geibel "
F. T. Lacey "

Versteeg
Anderson
RECEIVED
1981
ROAD DESIGN SECTION


13'-6"
6'0"
Tillamook 62
Seaside 68
Portland 11
REINSTALL EXISTING SIGN
26
STOP
REMOVE SIGNS & SUPPORT
30
RIGHT LANE MUST TURN RIGHT
INSTALL
30"
STOP
INSTALL
36
INSTALL
24X24
INSTALL
24X24
REMOVE
6' 0"
26
EAST
Portland
RIGHT LANE
8.6
6
INSTALL TYPE "U"
JCT
26
REMOVE
STOP
30"
INSTALL
JCT
26
36X36
INSTALL
120
125
130
185 TH
AVENUE
48
INSTALL
48
RIGHT LANE ENDS
INSTALL
REINSTALL
24
ABRUPT EDGE
REMOVE
SPEED 45
36
DO NOT PASS
36
REMOVE
36
INSTALL
STOP
REINSTALL
SPEED 45
36
INSTALL
36
INSTALL
36
RIGHT LANE ENDS
INSTALL
SCHOOL
SPEED 20
REINSTALL EXIST SIGN FROM STA. 161+20±
ABRUPT EDGE
REMOVE
150
155
160
A
MATCH LINE
A
185 TH
AVENUE
36
REINSTALL
SCHOOL
SPEED 20
FROM STA 143+56±
48
INSTALL
36
STOP AHEAD
REMOVE
SPEED 45
36
INSTALL
SIGNALIZED INTERSECTION



SIGNING PROJECT

SUNSET HWY.-WALKER RD.

Action | Date

8-12-81 Gage

8-14-81 G. J. Lacey

9/1/81 G. Gage

Asst Hwy Engr

Accepted 9/29/81 D. R. Haney FHWA

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 20
(503) 648-8886

September ~~2~~ 9, 1981

MA PDM PDE FFM SPC
ODOT - METRO
SEP 9 1981
BMT PAR PPC FILE T/A

Mr. Jon Rose
Federal Aid Specialist
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Mr. Rose:

Enclosed are two signed sets of preliminary plans for the 185th Avenue project (signing plans only). The only major discrepancy that we would note is the fact that U-turns are now to be provided at Cornell and Walker intersections. Should permissive signing be appropriate, these plans need to be modified to reflect this.

Sincerely,

Martin C. Nizlek
Transportation Division Manager

MCN:ER:ss
enclosures

From Metro JON ROSE
Date 9-9-81

To BUZ SWAN

[✓ Program Mgmt.] Traffic Region 1

Comments: Metro staff has reviewed and commented on the attached plans. The County's approval also notes one suggestion which has been discussed with Tim [illegible]

Please note and forward - T[illegible] Section. If there are questions Tom [illegible] should be contacted at 238-750

Jon Rose

File No. 334-1963

OREGON STATE HIGHWAY DIVISION

SUBJECT: Signing
Sunset Hwy - Walker Rd.
[illegible]
Washington Co.

DATE: Sept. 9, 1981

TO: Jon Rose

FROM: Curt Duvel

Attached Revised and signed copies of the signing preliminary plans for subject project along with a copy of Washington County's letter concurring in these signs.

Our Road Design people are reluctant to sign for U-turns ~~on~~ this project.

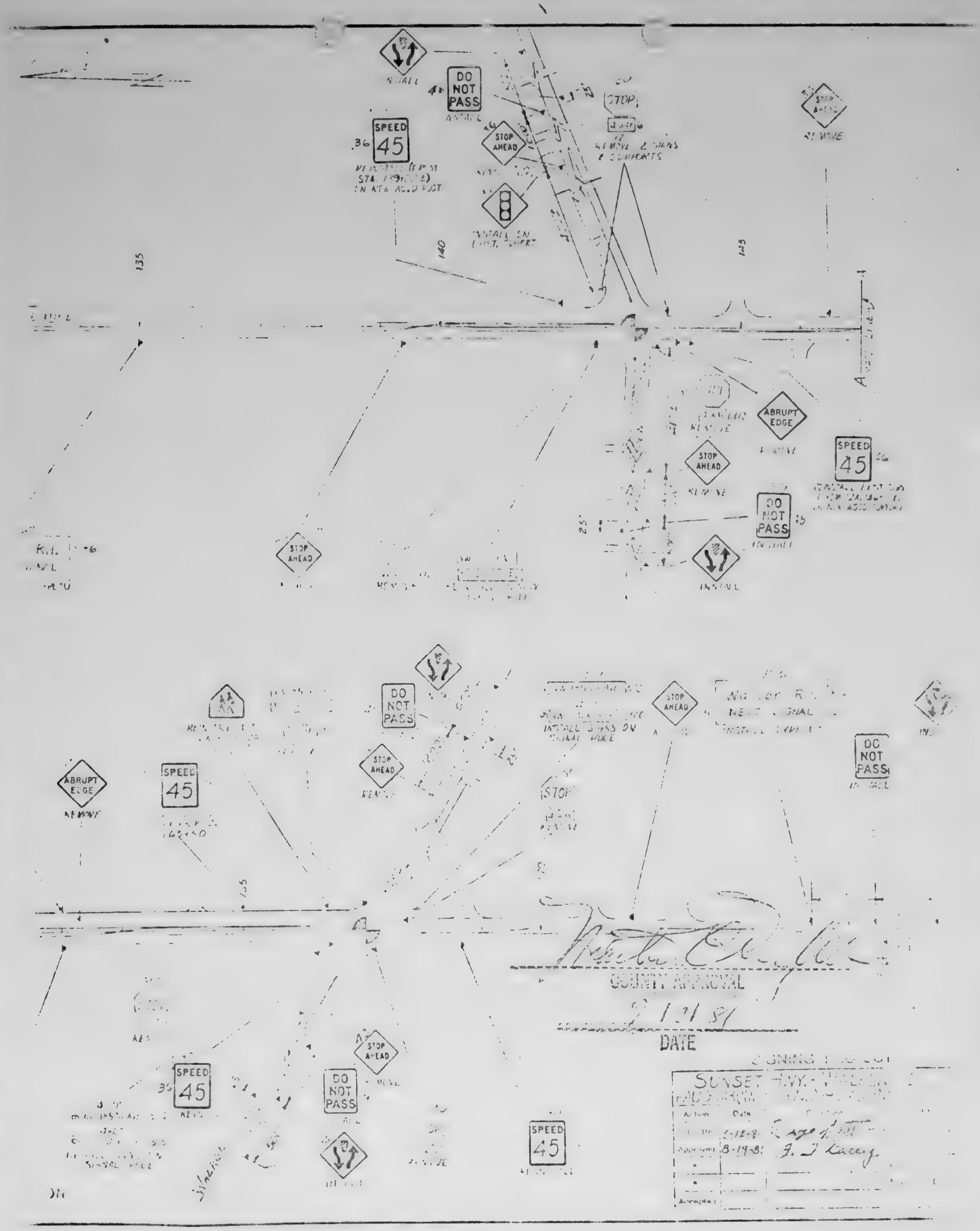
The federal [illegible] signed [illegible] signs would be [illegible] PB [illegible] [illegible] [illegible] [illegible] [illegible] most [illegible].

(SIGNATURE)

PLEASE REPLY HERE

(SIGNATURE)

SENDER: [illegible] SHEET NO. 2 [illegible] UNTIL REPLY IS RECEIVED, LEAVING 1 & 3 CARBONS INTACT.
ADDRESSEE: [illegible] REPLY, DETACHING SHEET [illegible], RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.



COUNTY APPROVAL

9/21/81

DATE

SIGNING LAYOUT

SUNSET HWY.

Action	Date	Signature
[illegible]	5-12-8[illegible]	[illegible]
Approved	8-19-8[illegible]	F. J. Lacey
Accepted		

4426

Highway # 734

Prefix 334-1967

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAU 9043 (NW 185th AVE.)
Project Name Sunset Highway to Walker Road on NW 185th Avenue

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 18th day of August, 1981

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-472
DATE 8-18-81
~~BY~~ JoAnn Johansen
CLERK OF THE BOARD

County of WASHINGTON

~~County Judge/~~Chairman

JoAnn Johansen
Recording Secretary ~~Commissioner~~

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11-13-81

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2A-2	Typical Sections
2B,2B-2,2B-3, 2B-4,2B-5	Temporary Protection And Direction Of Traffic
2C,2C-2	Pipe Data
2D	Signing
2E	Summary
3,4,5,6,6A,7	Plan & Profile
7A	Const. Notes
8,9,9A	Plan & Profile
10	Landscape Development

Not Included

Drg No. L-1025 Planting Details

STATE OF O

DEPARTMENT OF TR

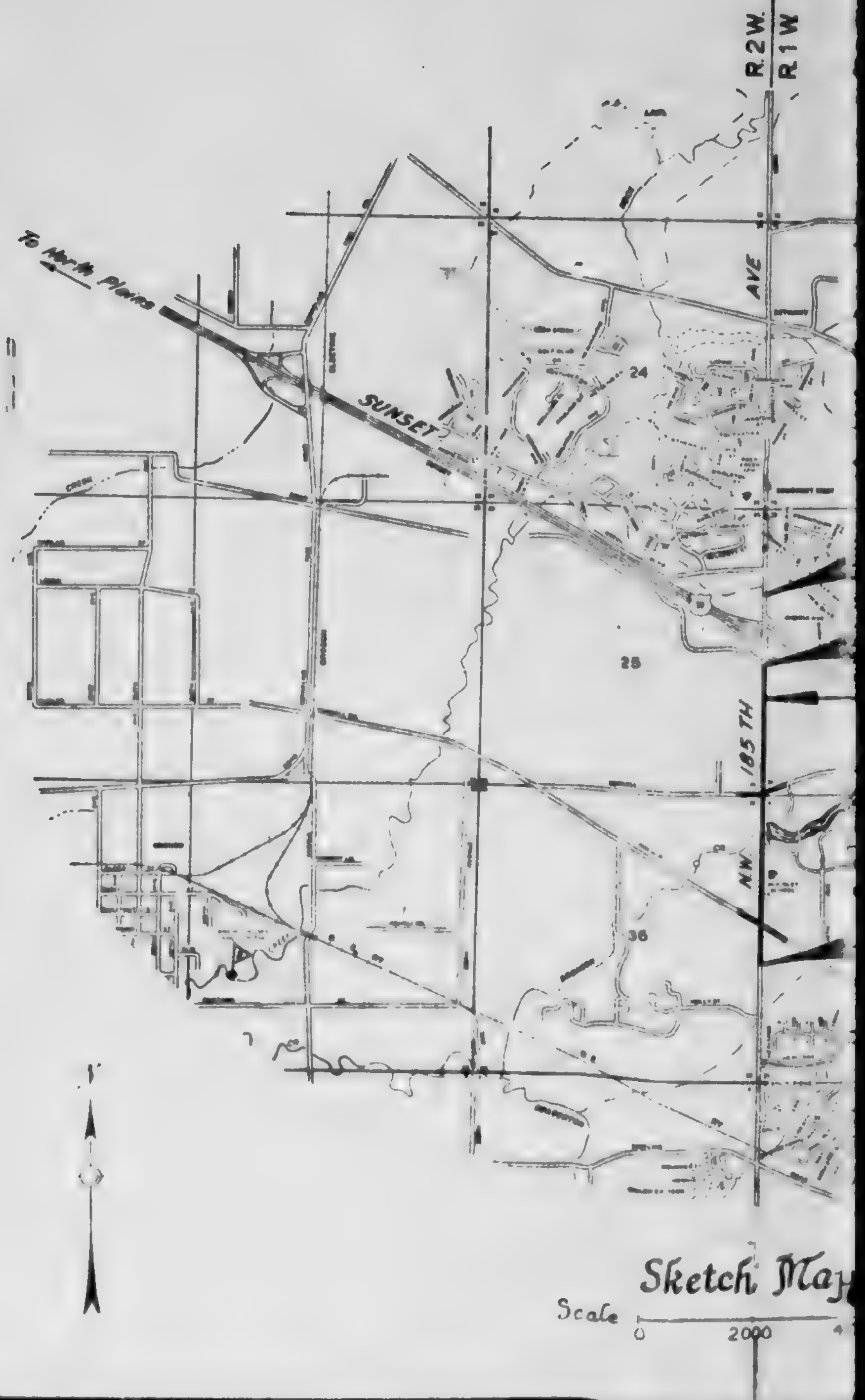
STATE HIGHWA

PLANS FOR PROPOSE

SUNSET HIGHWAY – W

FAU 9043 (N.W. 1

WASHINGTON C



Sketch Ma

SUNSET HIGHWAY - WALKER RD. SEC. FAU 9043 (N.W. 185TH AVE.) WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

TATE OF OREGON

ENT OF TRANSPORTATION

E HIGHWAY DIVISION

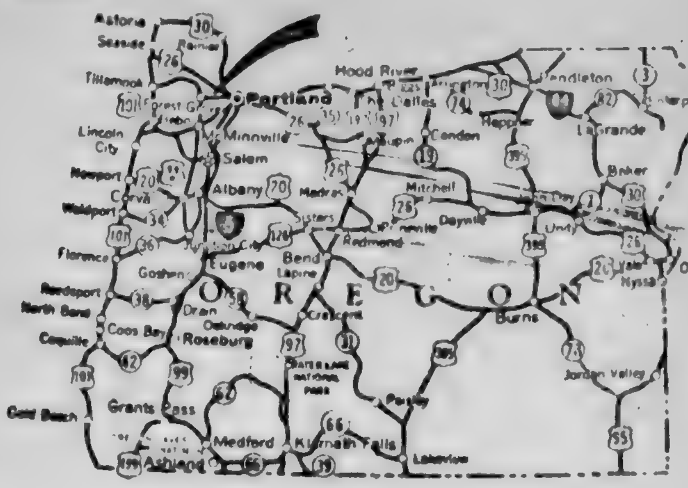
PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
AUG 6 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HWAY – WALKER ROAD SEC.

9043 (N.W. 185TH AVE.)

WASHINGTON COUNTY

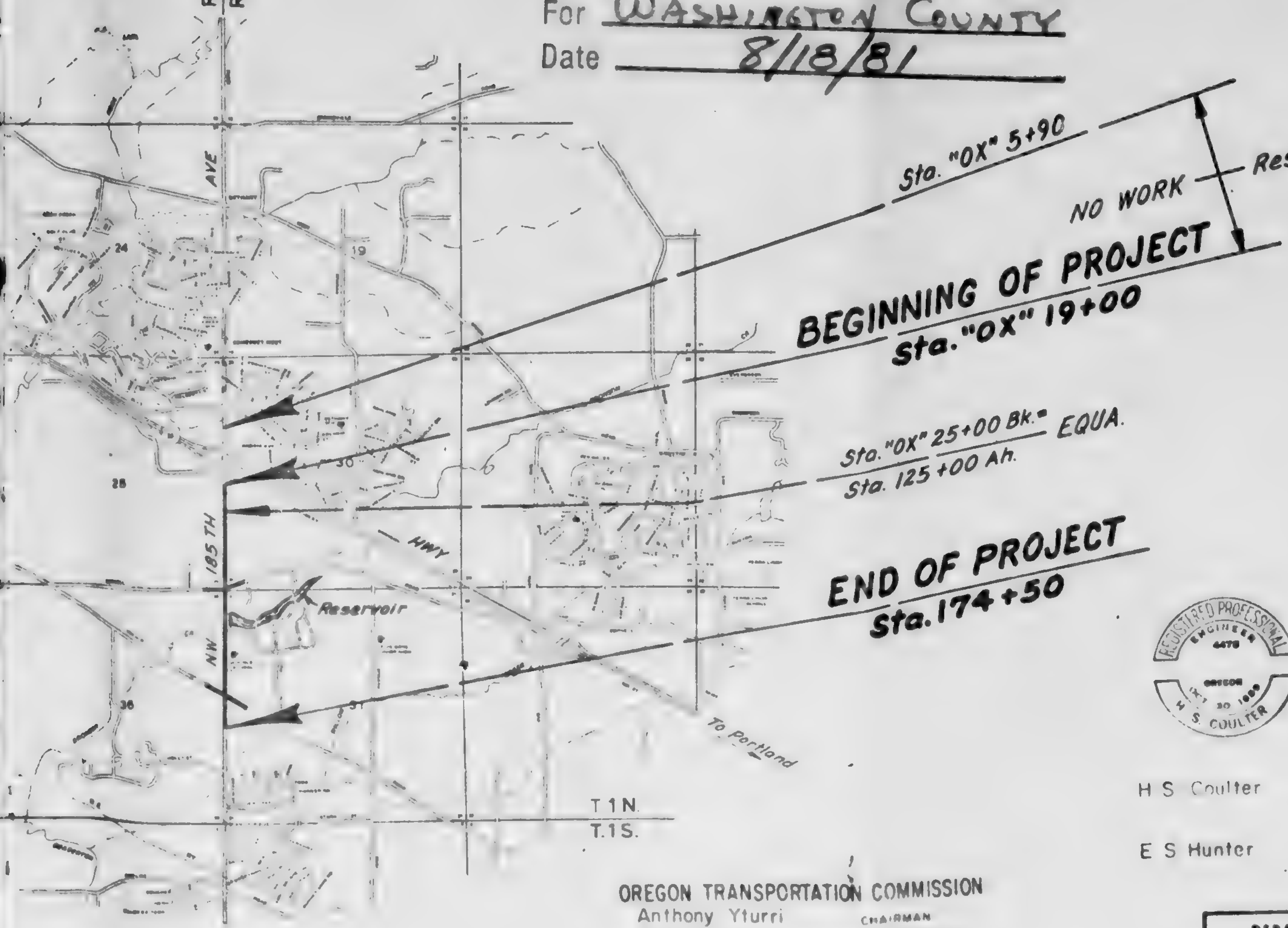


APPROVED AS NOTED

Martin Chyleh

For WASHINGTON COUNTY

Date 8/18/81



Sketch Map

Scale 0 2000 4000 Feet

NOTED
F. A. ROBERTS

H S COULTER

E S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

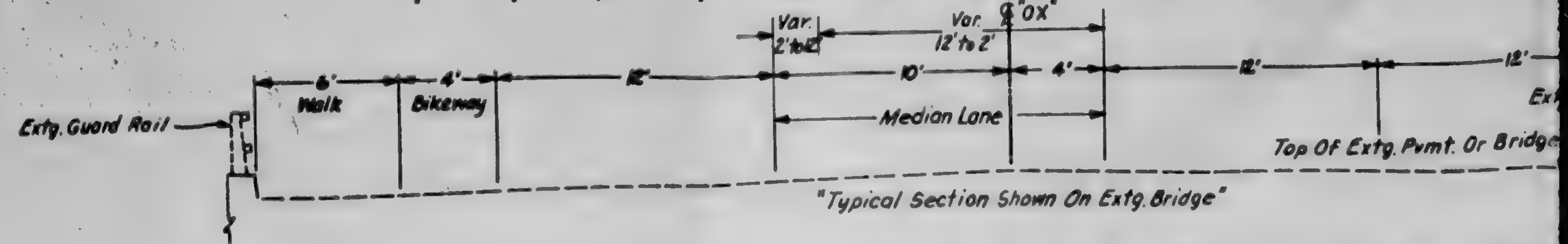
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

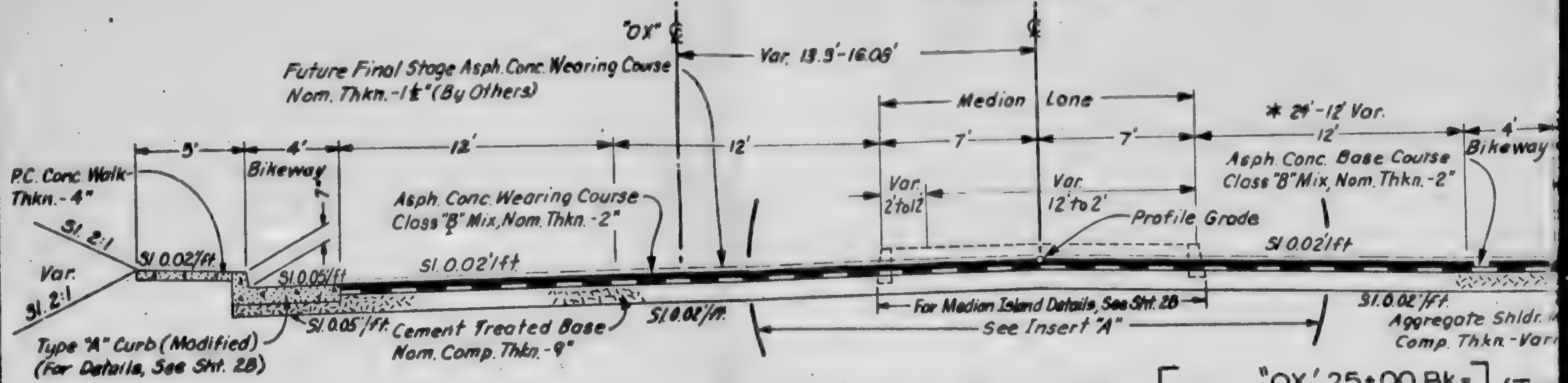
FIELD OPERATIONS ENGINEER DATE

R/W Map Nos. 58-4-20, 58-5-4

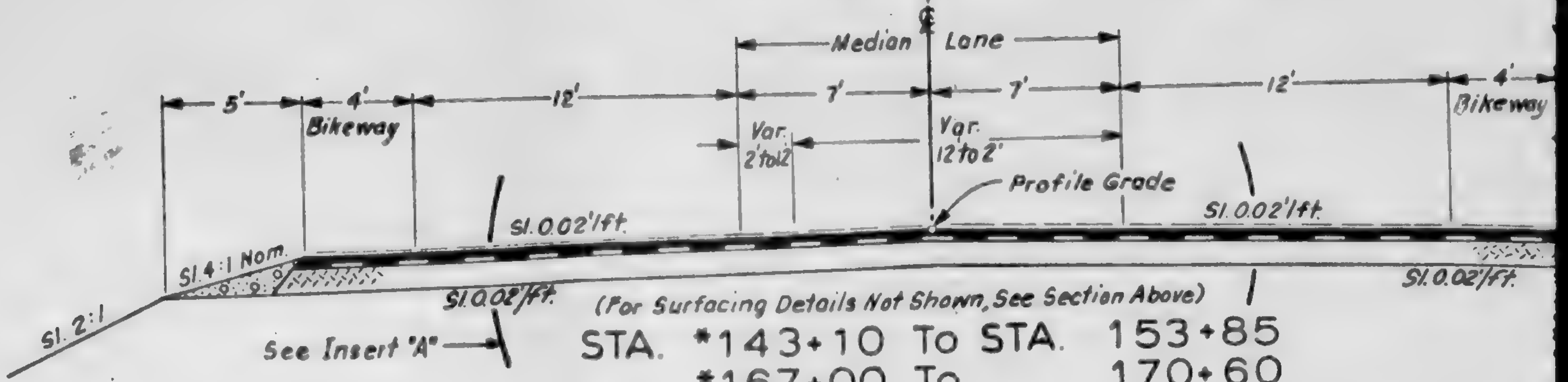
TYPICAL SECTI



STA. "OX" 5+90 To STA. "OX" 13+40 (Taper Secti
"OX" 13+40 To "OX" 18+45
"OX" 18+45 To "OX" 19+00 (Taper Secti
(For Lane Tapers, See Plan)

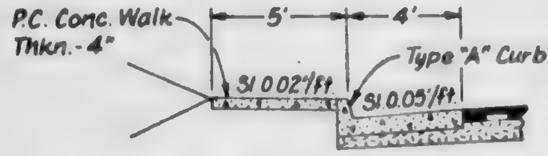

"OX" ℄
℄
Var. 13.9'-16.08'
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.-1½" (By Others)
Median Lane
* 24'-12' Var.
5'
4'
Bikeway
12'
12'
7'
7'
12'
4'
Bikeway
P.C. Conc. Walk Thkn.-4"
Var. 2' to 12'
Var. 12' to 2'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
Sl. 2:1
Var.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Type "A" Curb (Modified) (For Details, See Sht. 28)
Cement Treated Base Nom. Comp. Thkn.-9"
For Median Island Details, See Sht. 28
See Insert "A"
Aggregate Shldr.
Comp. Thkn.-Var

* STA. "OX" 19+00 To STA [EQUA. "OX" 25+00 Bk= 125+00 Ah.] (Ta
125+00 To 143+10
153+85 To 167+00

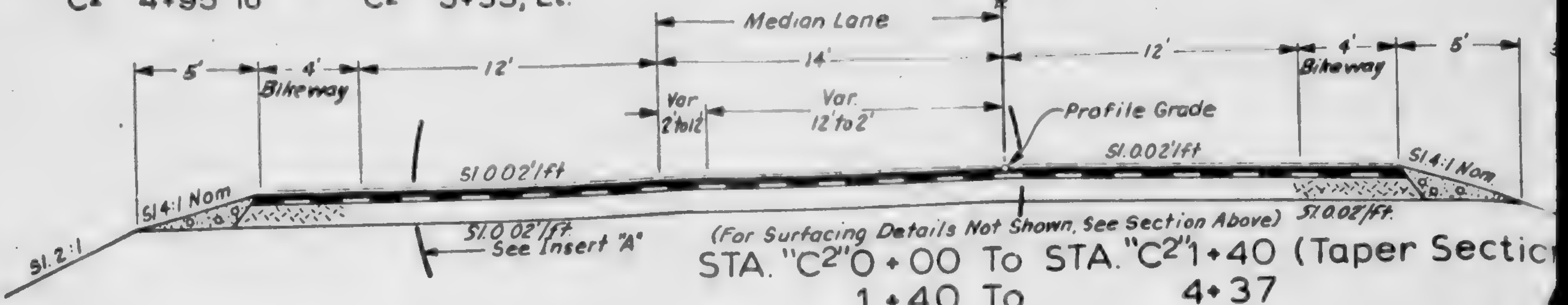


(For Surfacing Details Not Shown, See Section Above)

STA. *143+10 To STA. 153+85
*167+00 To 170+60
170+60 To 174+50 (Taper Sec
"W" 4+60 To "W" 6+40 (Taper Sec
"W" 6+40 To "W" 9+75
"W" 10+25 To "W" 13+60
"W" 13+60 To "W" 15+25 (Taper Sect



STA. "W" 10+30 To STA. "W" 10+55, Lt.
"C2" 4+95 To "C2" 5+35, Lt.



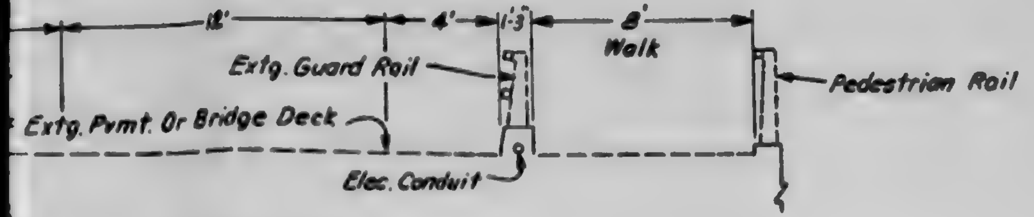
(For Surfacing Details Not Shown, See Section Above)

STA. "C2" 0+00 To STA. "C2" 1+40 (Taper Sectio
1+40 To 4+37
4+94 To 5+34

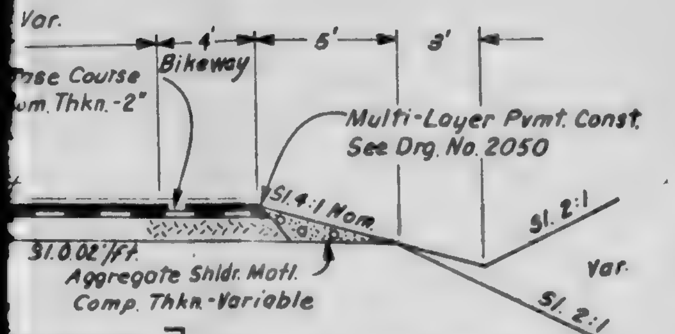
Cole, Roberts, Butts

CTIONS

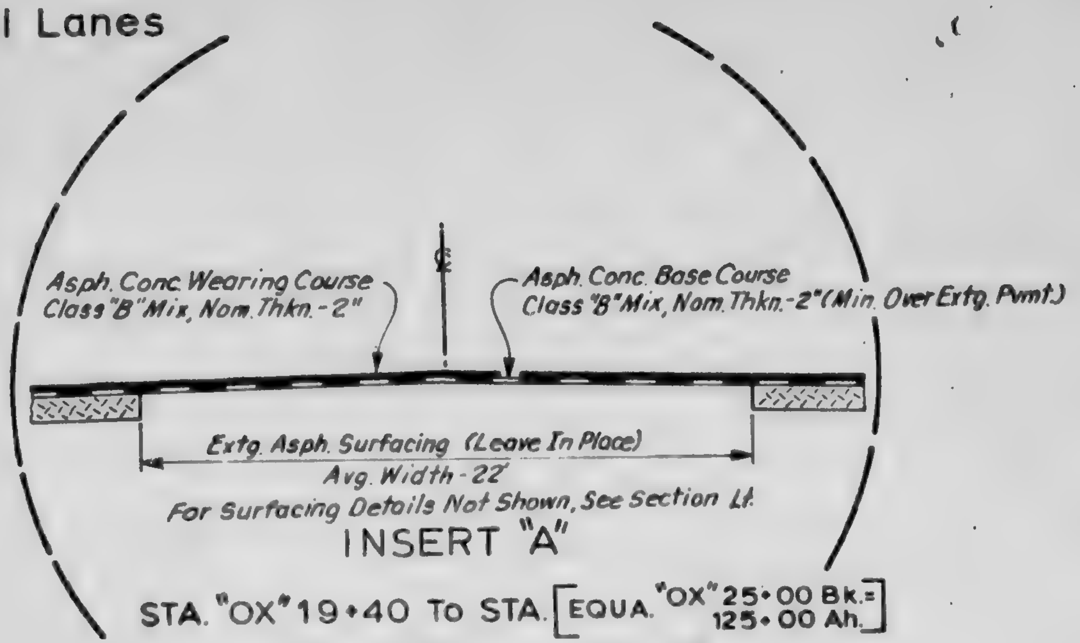
SUNSET HIGHWAY - WALKER RD. SEC. FAU 9043 (N.W. 185TH AVE.) WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



(Taper Section)
(Taper Section)
Restripe Travel Lanes

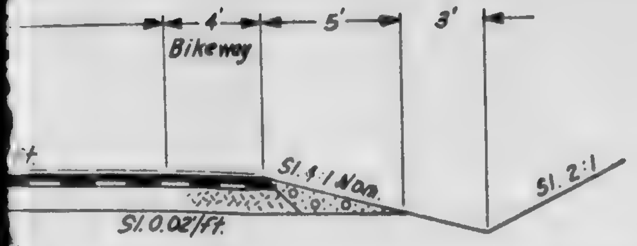


5+00 Bk.=
5+00 Ah.
(Taper Section)


℄
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. -2"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. -2" (Min. Over Extg. Pvmt.)
Extg. Asph. Surfacing (Leave In Place)
Avg. Width -22'
For Surfacing Details Not Shown, See Section Lt.

INSERT "A"

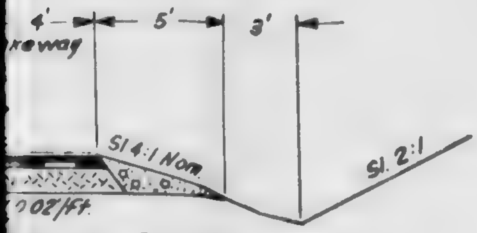
STA. "OX" 19+40 To STA. [EQUA. "OX" 25+00 Bk.= 125+00 Ah.]
137+00 To 142+35
170+00 To 174+50
"C2" 0+00 To "C2" 3+50
"W" 4+60 To "W" 7+00
"W" 11+50 To "W" 15+25
"OX" 23+40 Lt. (Street Conn.)
128+90 Lt. (Street Conn.)



* For Median Island Details, See Sht. 2B

(Taper Section)
(Taper Section)

(Taper Section)



Taper Section)

OREGON STATE HIGHWAY DIVISION

SUBJECT: Grad & Pave
Sunset - Walker RD (185)
Washington Co.

DATE: Aug. [illegible], 1981

TO: Jon Rose

334-1967

FROM: Curt Dowell

Attached, Received preliminary plans for subject. No obvious errors noted. No comments

8-13-81

BUZ SWAN

Grading & paving plans for the 185th Ave improvement (Sunset Hwy - Walker Rd.) have been reviewed by Metro Staff and returned with no suggested changes. Please advise Final Design.

County has not yet returned approved plans.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9456

N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 13, 1981

File No: 334-1967
334-1963

TO HAL VERSTEEG
Road Design Engineer

FROM D. R. ADAMS
Project Development Manager

SUBJECT: Medians on Sunset to Walker Road
Cornell to Murray Road Projects

Washington County Commission wants to bid the projects with and without raised medians. The "with" raised medians would contain a Bomanite surface treatment and landscaping. The "without" raised median would be a continuous left-turn median.

This is to request that you implement this bidding proposal for the County as I discussed with Lyle Watson last week.

County Commission is uncertain at this time whether or not they wish to continue to support raised medians; however, they have set in motion a decision process so that by the time the bids are open, the County will have a position established.

po

I don't agree Hal

cc: Marty Nizlek

1 ✓
2 AW
3

RECEIVED
AUG 1981

9156

L.

AGR

STATE OF OREGON

INTEROFFICE MEMO

files

TO: Ken Rolfe
Region 1 R/W Supv.

DATE: July 16, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 185
Sunset Highway to Walker Rd.
on S. W. 185th Avenue
Washington County

MISC. CONTRACTS and
AGREEMENTS No. 754a

Attached are two copies of the subject agreement.

The prefix for the project will be 134-8239.

AE
mp
Attach.

cc: Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Appraisal, w/c

Noted in
agree. book
(fn

9456

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 14, 1981

File No: 334-1967

TO: LYLE WATSON
Final Design Engineer

FROM: Curtis H. Duval
CURT DUVAL
Metro Loc. Engineer

SUBJECT: Sunset Highway-Walker Road
N.W. 185th Ave.
Washington County

Please find attached, for the subject project, a copy of Larry Rice's letter pertaining to the Bomanite pattern and tint, the location of the planter openings and to the species of tree and ground cover to be planted.

po

Attachment

REFERRED TO
Deal Stoudenmeyer
1 Cole MEC Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg Dm
3 Anderson
2 Christensen Bu
4 Olson
5 Sullivan
Terpin ✓
Trou
Wakerlig

REC
JUL 15 1981
ROAD
SECT

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

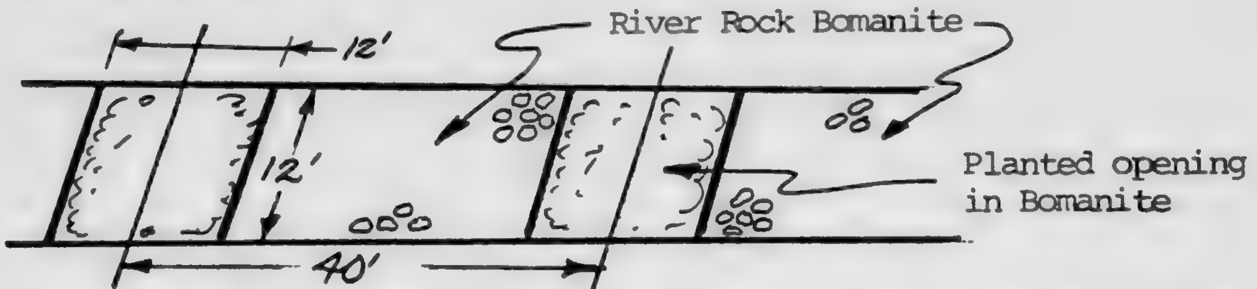
July 9, 1981

Mr. Curt Duval
Project Engineer
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Curt:

This letter pertains to the issue of median design for the 158th and 185th projects. Washington County Planning and Public Works Departments have reached agreement on an acceptable choice of Bomanite pattern and tint. The river rock (6 inch to 12 inch diameter) pattern with the Cobblestone Gray color should be specified.

It is also desired that planted areas be added on forty foot centers. These locations would contain one Red Sunset (Scarlet) Maple planted on center plus a broad leaf ivy ground cover. Thus the general dimensions of the full section medians would be as shown below:



I would assume that the necessary initial maintenance period of landscaping would be provided by the project.

I hope that resolution of this item allows these projects to proceed to final specification. Let me know of any other problems.

Sincerely,

Larry Rice

Larry Rice
Director of Public Works

LR:MCN:ss

an equal opportunity employer

12-19-80

PURDY'S OFFICE Bill Cole
ELMER WOOLRIDGE

LID doing work @ Cornell Rd. @ 185th Ave on East. Indecision on what is to be done at intersection.

Waker Associates Inc. representing Cornell Rd. L ID

Traffic signal requires full improvement at intersection.

Relayed this to Max - he will get Adams involved since is his area.

12-31-80

Called Adams about call I received today from Bill Cole re: temporary connection & signalization at intersection as proposed by Purdy. He will discuss w/Purdy & let me know if County concurs in Purdy's proposal.

94556

L

June 17, 1980

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

AGR 4-2

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 2241

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the construction of the Sunset Highway-Walker Road Section of N. W. 185th Avenue in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

gnk

Attachment

bc: Don Harwell (agreement attached)

CON 21-2

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 24, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Washington County is requesting a $1,500,000 project to undertake the construction phase of a segment of a previously approved preliminary engineering project on 185th Avenue. The Transportation Commission approved the P.E. phase as a Urban project on November 15, 1977. The construction will be funded from Interstate Transfer funds withdrawn from the I-505 Freeway. The project will widen and improve 185th Avenue between Sunset Highway and Walker Road to a 3-lane facility with 2 travel lanes and a left-turn median. State will perform construction engineering. The attached sketch map indicates the location of the proposed project. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Washington County	Sunset Highway-Walker Road, N.W. 185th Avenue, FAU 9043	$1,500,000	$1,275,000	$135,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds. I recommend your approval and request you authorize this project under delegated authority.

12-26 [illegible]

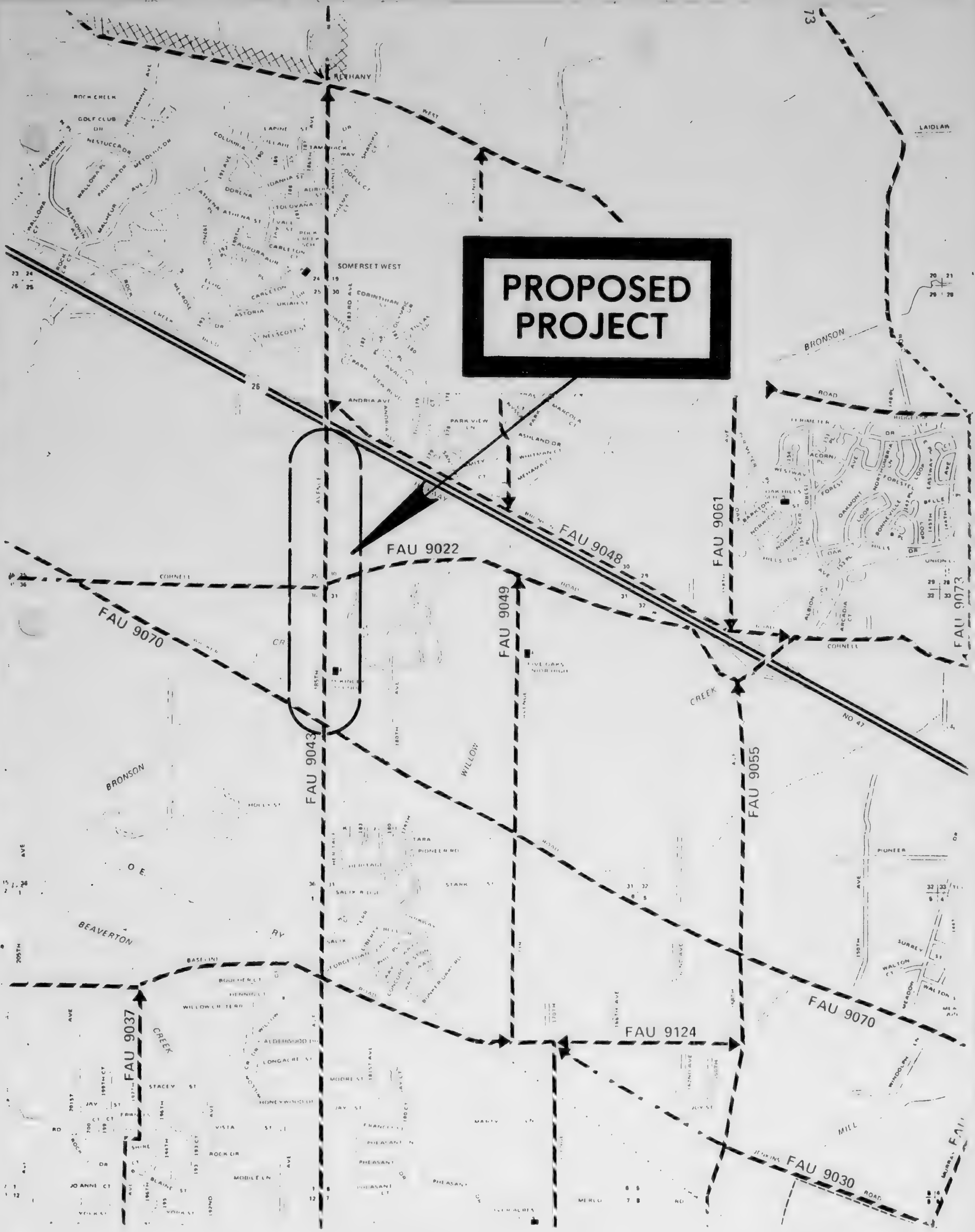
APPROVED BY:

for H. S. Coulter
State Highway Engineer

Date 12/26/79

GEZ:pf
Attachments

Contains Recycled Materials
81-125-1387


PROPOSED PROJECT
FAU 9022
FAU 9048
FAU 9061
FAU 9073
FAU 9049
FAU 9070
FAU 9043
FAU 9055
FAU 9037
FAU 9124
FAU 9030
BETHANY
SOMERSET WEST
26
CORNELL
BRONSON
BEAVERTON
BASELINE
WILLOW
CREEK
LAIDLAW
JENKINS
MILL
PIONEER
NO 47
185TH
73

WASHINGTON COUNTY

Inter-Department Correspondence

Date April 30, 1980
For Meeting of: May 6, 1980

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE C 80-215
DATE 5-6-80
BY Jo Ann Johansen
CLERK OF THE BOARD

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction-Finance Agreement: 185th Avenue between Walker Road and Sunset Hwy.

Your prior Board of Commissioners approved a project request for federal funding on this project in September of 1977. The Department of Transportation received approval for Federal Aid Urban funding to begin design of this project in the spring of 1978. Final design is now being completed on this project which will reconstruct 185th Avenue between Sunset Highway and Walker Road with one travel lane in each direction and a continuous left-turn refuge. An additional northbound lane will also be constructed between Cornell Road and Sunset Highway, with curbs and sidewalks adjacent to the Tanasbourne Shopping Center. Traffic signalization will be installed at both the Cornell Road and Walker Road intersections with 185th Avenue. As there will be grade changes with the reconstruction of this roadway, additional right-of-ways will be needed at various locations along this project. Any work needing to be done outside of the right-of-way in order to match the grade of the new roadway will be done by permission of the property owner via a construction easement.

The total cost of this project is approximately $1.5 million with the local share of $70,000 coming from the Systems Development Charge program that was approved by your Board on April 8, 1980. Construction is projected to begin in the fall of this year.

RECOMMENDATION: Your Board authorize the chairman to sign the construction finance agreement so that the Oregon Department of Transportation can release this project to bid as early as possible.

Respectfully submitted,

Larry Rice

MB
LR:MAB:ja

9456

Wash

ROAD DESIGN SECTION

Earl Purdy
Resident Engineer

February 29, 1980

W. E. Cole
Design Engr. Supervisor

Sunset Highway-Walker Road
N.W. 185th Ave.
Washington County

Am sending proposed roadway grading data for Bronson Creek as revised.

The embankment should be constructed now to future curb and walk widths. If not, future widening will result in loss of existing riprap and having to construct it again. Additional cost would be removal of culvert ends for lengthening culvert.

The length of embankment widening is to where the top elevation of riprap (high water plus 2 feet) intersects existing ground as shown on sketch.

The enclosed plan may be used for establishing the right of way and construction easement.

Please forward information to Washington County and inform us of any comments.

WEC/db

Attachments

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 29 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

[illegible]

234-1959
334-1967

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: November 20, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: 89th/I-5 Section
Nyberg Road - 234-1959
Sunset Hwy.-Walker Road
Section, 185th Avenue
Washington County - 334-1967

Attached is a letter from Washington County Director of Public Works John Crockett in which he requests we continue with the engineering on the two subject projects despite the fact that the field construction estimate is over the MSD approved amount.

The 185th Avenue project was transmitted to Location some time back but has not advanced to Final Design because of the overrun. We believe the county will be able to obtain the additional funds needed and ask that the project be allowed to advance.

The Nyberg Road survey will be transmitted to the Location Office within the next day or so. We also ask that it be allowed to advance as far as possible at this time.

pq

Attachment

cc Ron Kleinschmit

11-27-79
Told Loc. Section to
Send to Des. Sec.
✓

To TYK
12-24-79

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

November 9, 1979

Max Klotz
Technical Services Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Max:

As the financial situation of most of the federal aid projects in the region seem bleak at this time, I want to assure you that federal funding will be made available to fund both the Nyberg Road project, 89th to I-5 and the 185th project from Sunset Highway to Walker Road. The 185th project is in final design and projected to go to construction this coming spring. The Nyberg Road project was listed as the number one county priority project in the Traffic Safety and Roadway Management Plan put out by Leonard Schoolcraft.

The new process that will be adopted by the Metro Council this month will allow the counties to shift fundings between the various projects. We anticipate by downscoping one or two projects and shifting funds by delaying other projects that there will be more than sufficient funds to keep both the Nyberg Road project and the 185th project moving. If the I-505 transfer has not been approved by the end of December, we will then need to shift E-4 funds in order to assure the next phase for construction or right-of-way on these two projects. Please let me know if there are any problems in keeping these projects moving.

Very truly yours,

John F. Crockett
John F. Crockett
Director of Public Works

JFC:MB:ja
cc: Yvonne Addington,
City of Tualatin

TECHNICAL
SERVICES UNIT
[illegible] 1979

FINAL SOILS AND GEOLOGY REPORT
Sunset Hwy-Baseline Rd., FAU 9043
185th Ave., Phase I (Sunset Hwy-Walker Rd.)
Washington County, Prefix No. 334-1967

1. TYPICAL SOILS: The typical soil is a CLAYEY-SILT and represented by Laboratory Report No. 78-3262.

2. GRANULAR MATERIAL: No granular material should be encountered except for a few gravels in Bronson Creek.

3. DRAINAGE: Two 96" structural plate pipes are planned to reduce flooding on Bronson Creek. No other drainage problems are anticipated.

4. SLOPE DESIGN: The planned cuts and fills are generally small (average of about 2 1/2'). The highest fill (7 1/2') is at Bronson Creek where the slopes will be protected with riprap. No problems are anticipated.

5. FOUNDATIONS: The foundation for the Bronson Creek structural pipes was hand probed and found to be firm. The material appears to be mostly fill composed of some slabs of concrete and silty-gravels. No problems are anticipated.

6. BASE DESIGN: The attached base design is based upon information from Beckelman beam deflection tests and Laboratory Report No. 78-3262. The existing pavement is in fair to good condition. The pavement was cored in four locations to determine the type of the existing base material, the top layer of AC varied from 1 1/2 to 3 inches thick and overlays 2 to 2 1/2 inches of oil mat. The oil mat rests upon the silty soil with no indication of any base rock.

7. MATERIAL SOURCES: Krueger quarry may be available as a material source for this project, if Multnomah County approves the zoning. The following is a partial list of qualified commercial sources which could provide aggregate material.

   Baker Quarry
   Grabhorn (L.H. Cobb)
   Cascade Const. Co.
   Ross Island S & G
   Willamette HI-Grade

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Baseline Rd.-Sunset Highway
Highway: F.A.U. 9043
County: Washington
Prefix: 334-1967
Res. Engr. E. Purdy

Date May 15, 1979
Twenty Year Traffic Coefficient 8.2
18 kip s.a. per day 63.3
R Value 10
Frost Penetration - - - -
CBE Total Requirement 26.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
9.0"	C.T.B.	16.0
14.5"		27.0

*EXISTING ROADWAY
(Where Utilized)

1.5"	A.C. (Final Stage)
4.0"	A.C.O.L. w/1.0" extra allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

* Overlay based on deflection measurements.

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Sunset Hwy → Baseline Rd. (Phase I) Hole No. 1 DEPTH
Highway 185 th Ave County Washington Bridge No. —
Location "L" 150+02 100 ft. Right edge of creek Prefix 334 - 1967 - 910
Ground Elevation Angle Vertical Equipment Used Hand Probe
Engineer Purdy Purpose of Work Foundation Investigation
Started 7-19-79 Completed 7-19-79 Drillers Jennison
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES: VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% ~~NAT.~~ MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH ~~METERS~~ ~~FEET~~	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
	Very Soft							3 / 1					0		0 - 3' SILTY-GRAVELS
	Soft							6 / 1					1		
	Med. Firm							15 / 1					2		
													3		(Could not probe closer to road, because of dense gravels and pieces of concrete)

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 7-19-79

1982 Oswego Hwy. at Marylhurst 9457
College Ent. N. of West Linn.
(Grading, Pav. & Sig.)

CHA 7620 3-18-82
7655 4-8-82

9457

B

February 4, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9457

Gentlemen or Ladies:

On January 26, 1983, we wrote to you concerning release of final payment on Contract No. 9457 awarded to Eagle-Elsner, Inc., for work on the Oswego Highway at Marylhurst College Entrance in Clackamas County.

Final payment on this contract is $2,345.43 and the total contract amount is $126,143.62 including $3,566.22 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9457 B

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION OSWEGO HIGHWAY @ MARYLHURST COLLEGE ENTRANCE	WEEK ENDING November 20, 1982 SECTION PREFIX 3-1153
	HIGHWAY OSWEGO	COUNTY CLACKAMAS
NAME OF JOB MARYLHURST COLLEGE ENTRANCE	KIND OF WORK GRADING, PAVING & SIGNALS	
CONTRACTOR EAGLE-ELSNER, INC.	CONTRACT NUMBER 9457	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT APRIL 20, 1982	DATE WORK STARTED MAY 11, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $157,653.77	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $145,152.59	ENGINEERING AUTHORIZATION $12,501.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $149,211.82	ENGINEERING COST TO DATE $11,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: August 30, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE (CTB)	PAVING			
100	100	100	100	100			

	GRADING	Base (CTB)	AC PAVING	Shldr Agg	
MILES IN PROJECT	0.19	0.19	0.19	0.19	
MILES PARTIALLY COMPLETED	0.19	0.19	0.19	0.19	
MILES COMPLETED	0.19	0.19	0.19	0.19	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1245CY	1500T	1000T	530T	
TOTAL QUANTITIES CORRECTED TO DATE	1351CY	1745T	1240T	280T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1351CY	1745T	1240T	280T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	SIGNALS					FIRE PRE-EMPTION	
	Poles & Bases	Wiring	Signal Heads	Detector Loops		Detector Units	Wiring
PERCENT	100	100	100	100		100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cloudy	0		
MONDAY 15	Cloudy	0		
TUESDAY 16	Rain	0		
WEDNESDAY 17	Rain	0		
THURSDAY 18	Rain	0		
FRIDAY 19	Showers	0		
SATURDAY 20		0		

K

RECEIVED
NOV 23 1982
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov 14 SUNDAY	No Activity
Nov 15 MONDAY	No Activity
Nov 16 TUESDAY	No Activity
Nov 17 WEDNESDAY	No Activity
Nov 18 THURSDAY	No Activity
Nov 19 FRIDAY	No Activity
Nov 20 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All work complete. Traffic signal activated 08-18-82.

ANTICIPATED NEXT WEEK: Submit Semi-Fianl Estimate.

THIS WILL BE THE LAST WEEKLY REPORT!!

SIGNED Jerry C Street LOCATION West Linn, Oregon
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9457

April 16, 1982

ACC

Peter C. Harvey, City Manager
John Godsey, City Engineer
City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Gentlemen:

On April 15, 1982 we received a satisfactory bid from Eagle-Elsner, Inc., P.O. Box 23294, Tigard, Oregon 97223 for the traffic signal installation on the Oswego Highway at Marylhurst College Entrance.

As described in our Agreement No. 7655, the City of Lake Oswego shall pay 50 percent of the total cost of installation of the emergency vehicle pre-emption devices:

Contractor's Bid, Item 18, Fire Pre-emption System complete	$1,050.00
"OPTICOM" Testing	875.00
Estimated Cost of Pre-emption System	$1,925.00

CITY SHARE: 50% of $1,925 = $962.50

Please submit your advance deposit in the amount of $962.50 for the City's share of the estimated cost of the pre-emption system.

On the attached sheet are described three options you may use for making an advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

REH:pf
Attachment

bcc W/AD # 82-23: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-23 when advance deposit is received.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: April 14, 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 15, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 15, 1982 on the following projects:

1. Oswego Highway @ Marylhurst College Entrance
   Oswego Highway, Clackamas County
   Grading, Paving and Signals
   Six-foot shoulder bicycle lanes throughout project

2. Condon Rock Production
   Wasco-Heppner Highway, Gilliam County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Battle Creek-N. Jefferson Interchange
   Pacific Highway, Marion County
   Structure
   Grading and Paving incidental to frontage road structure widening. Structure and approaches have thirty-two-foot roadway width.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Pacific Highway East @ Grimm Road
   Pacific Highway East, Marion County
   Traffic Signals

   Same as No. 2.

5. Shaniko Rock Production
   Shaniko-Fossil Highway, Wasco Highway
   Aggregate Crushing

   Same as No. 2.

6. Washington County Fire Pre-emption Project No. 1
   Tualatin Valley and Scholls Highways, Washington County
   Traffic Signals

   Same as No. 2.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9457

2

April 8, 1982

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

AGR-4

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7655

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on traffic signals to be installed at Marylhurst College.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Enclosure

bc: Don Harwell

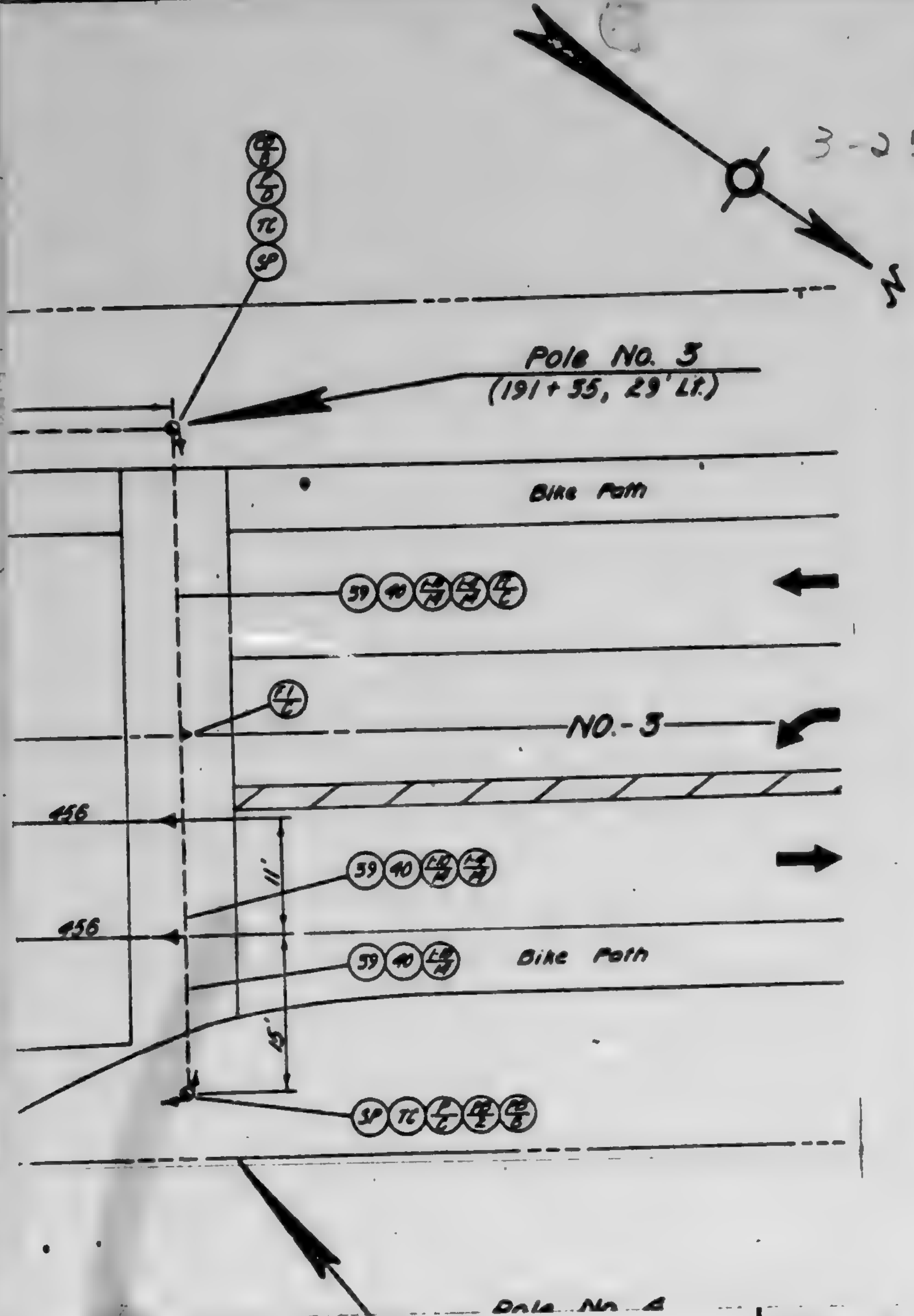
9457

2

IGNAL PLAN
OSWEGO HWY. AT MARYLHURST COLLEGE ENT.

SCALE 0 10 20 40 FEET

3-25-82



LEGEND

Maintain and protect existing power pole (power source)
C Install Model 170 controller in Model 332 cabinet (furnished by others)
SP Install 28 ft., 0 gauge, 10 3/4 inch OD steel strain pole. Poles have a 14 1/2 inch bolt circle (furnished by others)
Install phase (Ph) vehicle signal
Install phase (Ph) programmed vehicle signal
Install type (T) modified pedestrian signal
Install phase (Ph) pedestrian pushbutton with instruction sign
Install interior illuminated "Left Turn Signal" sign
TC Install terminal cabinet
SA Install service cabinet with 40 amp circuit breaker
MS Install 120 volt meterbase
C Install one No. 10 type THWN wire (signal system common)
N Install (N) No. 14 type THWN wires
Install (N) No. (G) type TW wires
Install (X)-(N) wire No. (G) control cables
59 Install 3/8 inch galv. steel messenger cable
40 Install ¼ inch galv. steel tether wire
S" Install (S) inch electrical conduit
CS Install two-inch conduit stub (for future use - cap ends)
Install channel (Ch), (X)-way fire preemption detector unit
Install channel (Ch) fire preemption detector feeder cable

T = Type shown
Ph = Phase Shown
X = Number Shown
N = Number of Conductors Shown
G = AWG Size Shown
S = Size Shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

From Metro JON ROSE
Date 4-2
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: This signal plan was reviewed and approved by the Marylhurst Education Center. Please note and advise the Traffic Section.

City and Metro Staff approval was sent to you 3/25/82.

Jon Rose

APPROVED AS NOTED
Mike McLees
Aux Operations Manager
For MARYLHURST EDUCATION CNTR.
Date 4/1/82

PRELIMINARY COPY
MAR 11 198
SUBJECT TO MUTUAL REVIEW

Channel
Phase
PRE

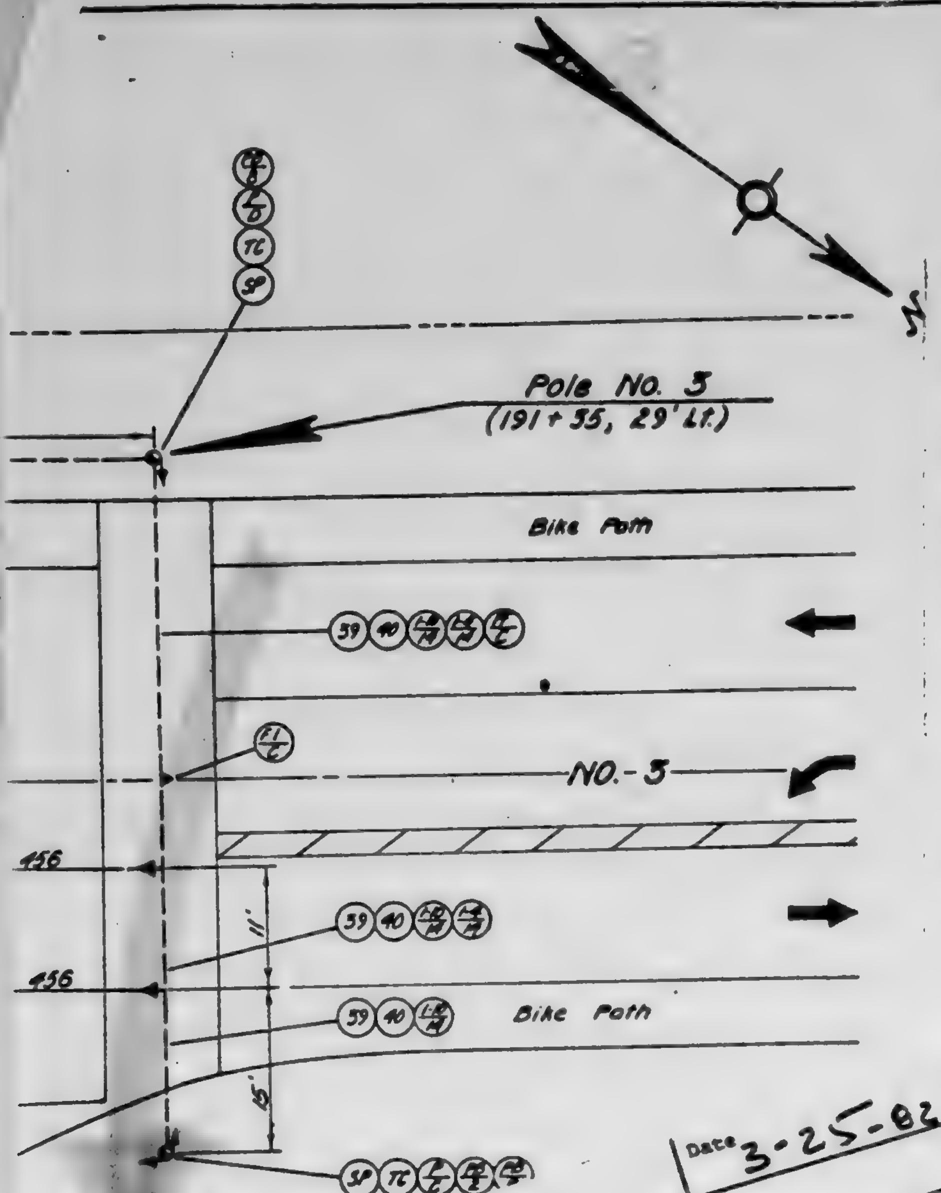
RW
CHECKED BY:

TRAFFIC SIGNAL INSTALLATION
OSWEGO HWY. AT MARYLHURST COLLEGE ENTRANCE SEC.
OSWEGO HIGHWAY
CLACKAMAS COUNTY

DATE March, 1982
Accompanied By Drwg's No. 1470, 1471, 1472, 1473, 1488, 2990, 2991, 2992, 35009, 35010 & 8294
T.E. DWG. NO. 8293

GNAL PLAN
OSWEGO HWY. AT MARYLHURST COLLEGE ENT.

SCALE 0 10 20 40 FEET



L E G E N D

[illegible]	Maintain and protect existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet (furnished by others)
SP	Install 28 ft., 0 gauge, 10 3/4 inch OD steel strain pole. Poles have a 14 1/2 inch bolt circle (furnished by others)
V/Ph	Install phase (Ph) vehicle signal
[illegible]	Install phase (Ph) programmed vehicle signal
[illegible]	Install type (T) modified pedestrian signal
[illegible]	Install phase (Ph) pedestrian pushbutton with instruction sign
[illegible]	Install interior illuminated "Left Turn Signal" sign
TC	Install terminal cabinet
SA	Install service cabinet with 40 amp circuit breaker
MS	Install 120 volt meterbase
C	Install one No. 10 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires
X-N/G	Install (X)-(N) wire No. (G) control cables
59	Install 3/8 inch galv. steel messenger cable
40	Install ¼ inch galv. steel tether wire
S"	Install (S) inch electrical conduit
CS	Install two-inch conduit stub (for future use - cap ends)
[illegible]	Install channel (Ch), (X)-way fire preemption detector unit
[illegible]	Install channel (Ch) fire preemption detector feeder cable

T = Type shown
Ph = Phase Shown
X = Number Shown
N = Number of Conductors Shown
G = AWG Size Shown
S = Size Shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

Date 3-25-82

From Metro JON ROSE

To BUZ SWAN Traffic Region I Accounting [✓ Proj. Mgmt.]

Comments: The City of Lake Oswego has approved the attached signal plans without comment. Please note and distribute to the Traffic Section.

Jon Rose

APPROVED AS NOTED

For CITY OF LAKE OSWEGO
Date 3/23/82

PRELIMINARY COPY
MAR 11 1982
SUBJECT TO MUTUAL REVIEW

nal R
ase 2
RE-EMPTION

VED
MAR 19 1982
CITY OF LAKE OSWEGO
DEPT. OF PUBLIC WORKS

APPROVED:
TRAFFIC ENGINEER
3/11/82
DATE

DESIGNED BY: SRW
CHECKED BY:

[illegible]

TRAFFIC SIGNAL INSTALLATION
OSWEGO HWY. AT MARYLHURST COLLEGE ENTRANCE SEC.
OSWEGO HIGHWAY
CLACKAMAS COUNTY

DATE: March, 1982
Accompanied By Drwg's No. 1470, 1471, 1472, 1473, 1488, 2990, 2991, 2992, 35009, 35010 & 8294

T.E. DWG. NO. 8293

7457

3

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

March 3, 1982

J. H. Versteeg
Road Design Engineer

File No. 52559
Oswego Highway @
Marylhurst College Entrance
Oswego Highway
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
[illegible]

RECEIVED
MAR 4 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ____/____
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for March 25, 1982.

By: R

R. R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

14157

Section Oswego Hwy at Mar[illegible]hurst College Entrance Program[illegible]ng Estimate $ [illegible]
Highway Oswego Project Length 0.19 mi.
County Clackamas 3-8-62 Completion Time 150 CD
Kind of Work Grading, Paving & Signals Est. Comp. Date 10-13-82
Prefix 3-1421 Letting Date 4-15-82 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 127,875.40

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	2,000	
Permanent Pavement Striping.	2100	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .	600	
Temporary Erosion Control		
State Furnished Signal Material	16,800	$ 25,125.00
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-On	1750	
"OPTICOM" Testing	875	
Bikeway Signs		
Bikeway Striping & Legend		
. . . .		
State Furnished Software	500	
Adjust Utilities		
. . . .		
. . . .		
. . . .		

	Subtotal	$ 153,000.40
Contingencies (4-1/2%)		6,885.02
Engineering ([illegible] 9.[illegible]%)		13,770.04
	Subtotal	$
Credit for ____________		0
Estimated Net Authorization, Construction		$ 173,655.46

APPROVED

CC: Jon Rose
3-8-82

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Oswego Hwy. at Marylhurst College Entrance
County: Clackamas
Sheet 1 of 2
Kind of Work: Grading Paving & Signals
Length: 0.19 mi.
Date: 2-10-82
Name: Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 2-12-82 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3-25-82				(6%)	
	Mobilization		Lump Sum	All	Lump Sum	7,200-
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,268-
	Temporary Signs		Sq. Ft.	107	6-	642-
	Temporary Barricades		Each	4	125-	500-
	Temporary Plastic Safety Markers		Each	7	80-	560-
	Flagmen		Hour	300	22.50	6,750-
	Temporary Reflective Pavement Markers		Each	104	3.85	400.40
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,500-
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,500-
	General Excavation		Cu. Yd.	1,245	7.00	8,715-
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1500-
	Treated Base		Ton	1,500	20-	30,000-
	Aggregate Shoulders		Ton	530	9-	4770-
	Class "B" Asphalt Concrete		Ton	1,000	29-	29,000-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Oswego Hwy. at Marylhurst College Entrance	County Clackamas	Sheet 2 of 2
Kind of Work Grading, Paving & Signals	Length 0.17mi.	Date 2-10-82

Name: Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	18-inch Culvert Pipe		Lin.Ft.	72	25-	1,800-
	Adjusting Manholes		Each	1	200-	200-
	Bus Shelter Foundations		Each	1	250-	250-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	27,600-
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	3,720-
	Total					127,875 40

734-1736 (8-81)

7457

March 18, 1982

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

AGR 4-2

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7620

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to install traffic control signal equipment on the Oswego Highway at the Marylhurst College Entrance.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9457

From Metro JON ROSE

Date 3-10-82

To SUE SWAN

Prog. Mgmt. Traffic Region I Accounting

Comment: The attached agreement (3 copies) has been signed by the City of Lake Oswego and approved by Metro. A permit of entry has been obtained from the Education Center.
Please process

R-82-10

F THE CITY OF LAKE OSWEGO
RECORDER TO EXECUTE ON BEHALF
CITY OF LAKE OSWEGO AND THE
IC INSTALLATION AT THE

the City of Lake Oswego

execute on behalf of the
ct between the City of
and through its
vision, identified as
mber 7620 dated December
greement for the
nin the corporate limits of

y of the contract identified in Section 1 of
tion is attached hereto as Exhibit "A".

Considered and enacted at the regular meeting of the City Council of the City of Lake Oswego held on the 2nd day of March, 1982.

AYES: Avery, Mayor Campbell, Taylor, Woller and Young

NOES:

ABSTAIN:

ABSENT: Marquis, Henderson

C Herald Campbell

C. Herald Campbell, Mayor

ATTEST:

Helen D Bush

Helen D. Bush, City Recorder

APPROVED AS TO FORM:

James M. Coleman
City Attorney

Doc. No. 0183c

PROJECT MANAGEMENT BRANCH

SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

REFERRED TO ______________
FOR ______________

FILE: PM FA LO

I, Helen D. Bush, recorder of the City of Lake Oswego do hereby certify that the foregoing is a true and correct copy of the original thereof in the files of the recorder's office of the City of Lake Oswego.

Helen Bush

City Recorder

9457

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 24, 1982

File No:

TO: JON ROSE
JIM McCLURE

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Marlyhurst College
Project Agreement

NOTED
E. S. HUNTER

Pete Harvey indicated that the Marylhurst College job agreement will go to the city council on March 2. Pete accepted the rationale provided by Jack Sollis' office for the city providing the power on a private driveway, i.e. for the safety of the motorists within the city of Lake Oswego.

I will inform Ed Hunter of the resolution of the issue after the March 2 council meeting. In the meantime, I asked Pete to have Marlhurst College execute the agreement as soon as possible.

po

cc: Ed Hunter

RECEIVED
TECHNICAL SERVICES
FEB 25 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1457

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: December 10, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: PROPOSED TRAFFIC SIGNAL INSTALLATION
OSWEGO HIGHWAY NO. 3
MARYLHURST COLLEGE, LAKE OSWEGO

A current "Location Prospectus" concerns a proposed widening of the Oswego Highway and installation of a traffic signal at the Marylhurst College Entrance.

One aspect of this proposal, that has not been persued to a conclusion, is that the entrance involved is a private driveway. As signalization of a private driveway is of limited benefit to the public, Division practice is to require the owner to finance the installation. Usually, the owner is a commercial developer.

In this instance, in addition to Marylhurst College, the State Department of Human Resources and the Justice Department have offices on the grounds; with their staffs and clients utilizing the "private" driveway.

In keeping with past procedures, I would recommend that the State provide fifty percent of the funding for the signal installation and that we seek participation by the agencies involved in requesting this improvement for the other fifty percent.

With your approval, we shall proceed in negotiations for financing. — No. —

I might mention that Commissioner Dwyer is interested in this project.

APPROVED for all State Funds
H. S. Coulter
STATE HIGHWAY ENGINEER
Date 12/21/81

L. E. George

L. E. GEORGE, P.E. - TRAFFIC ENGINEER
BET:sh

cc: R. N. Bothman
D. H. Moehring
E. L. Hardt

George
[illegible]
12 21 81

RECEIVED
STATE HWY ENGR
DEC 14 '81
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

9457　　11-24-81　　3

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

1 Verstieg ✓
Anderson
2 Christensen A
3 Olson ad.
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 07 1981
ROAD DESIGN SECTION

DATE
PREFIX
Do Not File ☐
Return To
Bring Up __/__/__
Action

IDENTIFICATION

PROJECT NAME Oswego Highway @ Marylhurst College			
HIGHWAY NAME Oswego			HIGHWAY NUMBER 3
REGION 1	ADMINISTRATIVE DISTRICT 2-A	COUNTY Clackamas	CITY West Linn
LENGTH 0.2	MILEPOST NUMBER 7.6 TO 7.8	☐ RURAL	☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO		IF YES, UNIT OF GOVERNMENT	

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER ______

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER ______

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER ______

PROJECT DESCRIPTION

Widen the Oswego Highway to provide a left turn lane at Marylhurst College. (M.P. 7.76)

Survey to include details for proposed 3 phase signal.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 13,400
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2,000 - 16,100

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☒	☐	☐
PROPOSED	☐	☐	☒	☒	☐	☐

DESIGN SPEED (MPH): 45
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 11/24/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	2 - 6'	2 - 6'
MEDIANS	None	14' left turn lane
PARKING LANES		— — —
SIDEWALKS		— — —
BIKEWAYS	shldr. bikeway	shldr. bikeway
INTERCHANGES		— — —
OTHER:		— — —

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way 80' Ex'tg.	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone, Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT	
PRELIMINARY ENGINEERING	☐	☒	☐	
RIGHT-OF-WAY	☐	☐	☐	NONE
CONSTRUCTION ENGINEERING	☐	☒	☐	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

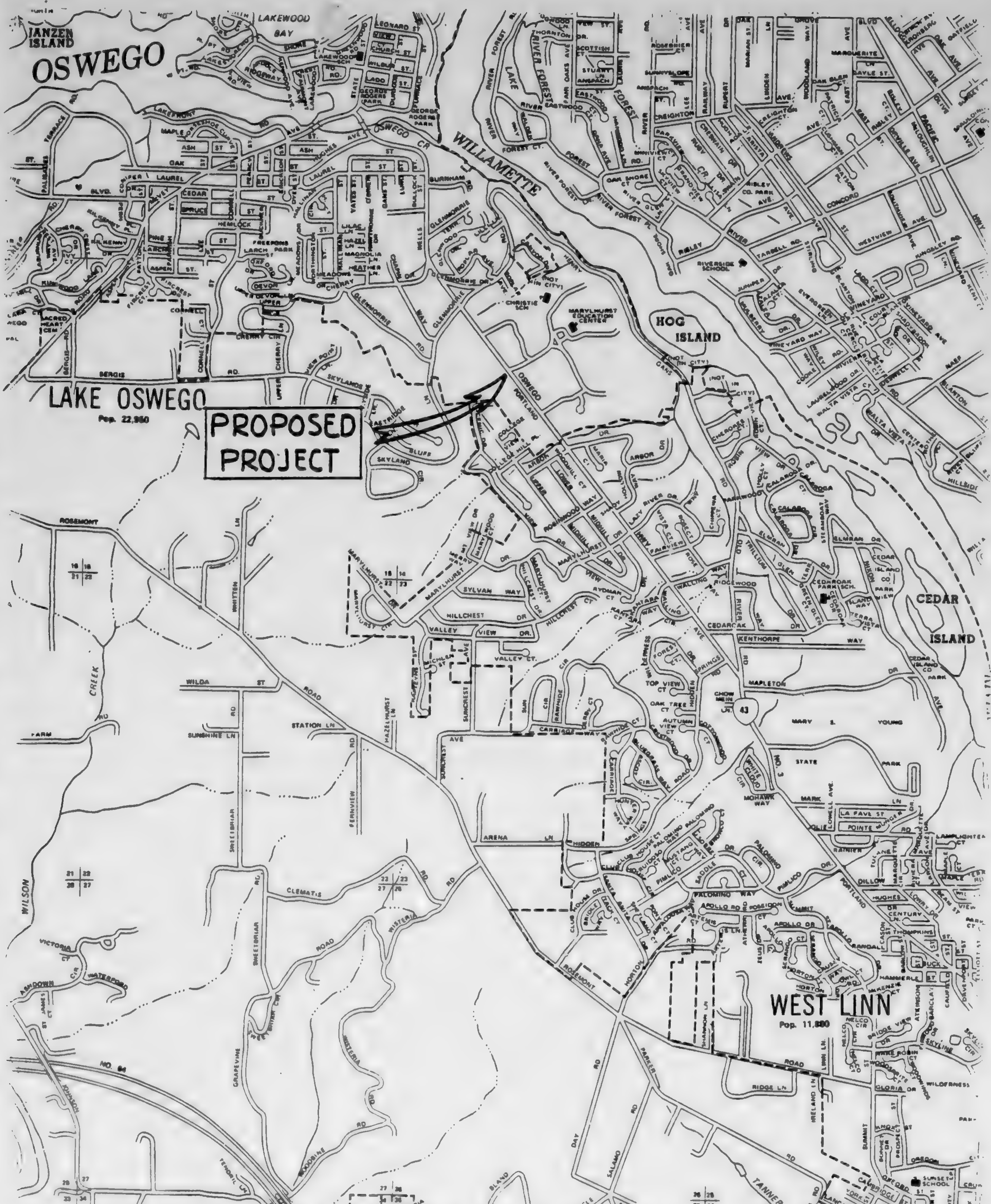
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,300	13,300
RIGHT OF WAY		
TRAFFIC CONTROL 3 phase signal		65,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	115,000	115,000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	125,300	* 193,300

SUBMITTED BY ______________________


JANZEN ISLAND
OSWEGO
LAKEWOOD BAY
WILLAMETTE
HOG ISLAND
LAKE OSWEGO
Pop. 22,950
PROPOSED PROJECT
MARYLHURST EDUCATION CENTER
RIVERSIDE SCHOOL
CEDAR ISLAND
MARY S. YOUNG STATE PARK
43
WEST LINN
Pop. 11,880
NO. 84
WILSON CREEK
TUALATIN LOOP
SUNSET SCHOOL
TANNER

7457 3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: November 13, 1981

TO: D. H. MOEHRING Attention D. E. Swan
Ass't.State Hwy.Engr.

File No: 80-29

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Oswego Highway @ Marylhurst College
Channelization
Clackamas County

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
NOV 13 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Here is our programming packet on the subject project. Included are an authority for survey and a location prospectus.

This project is listed in the March 1980, Six-Year Highway Improvement Program on Page 10, Map Index Number 177. The Hidden Springs Drive intersection, which is listed as part of the same project in the program, was developed for contract separately, using an Order to Render Service (prefix 3-8284).

This project qualifies for the statewide categorical exclusion. There is no waterway involvement.

Please obligate $10,300 at this time for preliminary engineering.

ECM:ebg

attachments

xc: F. E. Terpin
Metro Technical Services Units

Signal warranted Oct 1979 priority #49 out of 72
cost signal $75 000 for traffic
Hal

RECEIVED
NOV 13 1981
LOCATION SECTION

9457

2

STATE OF OREGON

ODOT METRO — DEPT.

238-8226 — TELEPHONE

INTEROFFICE MEMO

TO: F. B. Klaboe
Director

DATE: July 12, 1979

FROM: R. N. Bothman
Administrator

Bothman

NOTED
H. S. COULTER

SUBJECT: Marylhurst Education Center
Traffic Signal
Oswego Highway 43

You should be aware of the effort to get a traffic signal at the intersection of the Marylhurst Education Center and Highway 43. This is the scene of a recent fatality where a person left a bus, ran across to meet a bus going in the opposite direction, and was hit.

The last time we reviewed this location was the first of this year when no warrants were met. The attached MSD report finds, with the current traffic volumes, that one warrant is met.

We will place the signal on our priority list; however, it is so far down the list that it will be several years before it might rise to a level of justifying funding.

The effort was pushed by the MSD Councilor from that area, Corky Kirkpatrick, who received numerous letters requesting a signal. I also received requests for the signal and responded that the location simply does not meet warrants, that it was now reaching traffic volumes where it would meet one of the several warrants, that the signal would be placed on our priority list, but was not within reach at this time for funding.

We are installing a signal approximately a half mile south of this location, which did reach a high enough priority on our signal list to justify funding. We also have other locations on this section of the Oswego Highway that have a substantially higher warrant than the Marylhurst Education Center intersection, which will come up for funding sooner.

RNB:ke

cc: E. L. Hardt

Attachment

RECEIVED
STATE HWY ENGR
JUL 17'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT DIRECTOR
JUL 16'79
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

9457

February 1, 1978

Mr. Vern Gerberding
Supervising Facilities Analyst
Facilities Management
Department of Human Resources
318 Public Service Building
Salem, OR 97310

Dear Mr. Gerberding:

We have reviewed the information involving traffic generated at the Marylhurst Campus by the State offices. Your letter of January 6 transmitting this information to our Traffic Engineer was used to derive data that could be compared to the standard traffic signal warrants that Oregon uses as a guide in approving traffic signal installations on the State Highway System.

Although the trip generation created by the State offices does result in a considerable amount of traffic using the Marylhurst Campus access road, it falls far short of meeting the demands of our standard signal warrants. These warrants are based on traffic volume data both on the highway and intersecting street, as well as on past accident history. The warrants were derived nationally and have been approved by the Oregon Transportation Commission for use on our State Highway System.

We currently have a backlog of almost $3 million worth of warranted traffic signal installations at locations on the State Highway System. We are making an effort to finance these installations on a prioritized basis.

Because the Marylhurst road access intersection does not meet our criteria for a traffic signal installation, it would not be possible to finance a traffic signal at this location. If the Department of Human Resources has available funding for a signal installation, we would be agreeable to accepting the future maintenance and power costs involved with such an installation. The estimated cost for a traffic signal at this location is $40,000.

I am enclosing a copy of a machine-made traffic count by time of day at the access road. The figures shown indicate the traffic usage on the access road.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Enc.

bc F. B. Klaboe
L. E. George
E. L. Hardt (enc.)

LEG:ds ja

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ Permanent Recorder ☐

Route or Highway No. SOUTH ENTRANCE TO MARYLHURST I.E.D Station No. "W.B. ONLY" out

Location C. 01 mile east of Jct. with Oswego Hwy. #3

Week Beginning 29 SEPT 75

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day			29	30	1	2	3		
Hour of Day									
A. M.	12-1				0	0	0		
	1-2				0	0	0		
	2-3				1	0	1		
	3-4				1	0	0		
	4-5				1	3	2		
	5-6				2	2	3		
	6-7				5	3	0		
	7-8				14	14	13		
	8-9				46	36	22		
	9-10				38	42			
	10-11				43	48			
	11-12			52	63	72			
P. M.	12-1			102	99	100			
	1-2			55	59	42			
	2-3			61	56	48			
	3-4			103	82	88			
	4-5			101	75	82			
	5-6			98	115	113			
	6-7			46	22	24			
	7-8			35	36	26			
	8-9			40	29	8			
	9-10			22	42	31			
	10-11			1	6	7			
	11-12			2	0	2			
Automatic Recorder Total 24 Hours				720	835	791	41		
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS

RECEIVED
JAN 2 6 19[illegible]
TRAFFIC ENGINEERING

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: January 20, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal
Marylhurst College
Oswego Highway No. 3

Attached is a letter from the Office of the Director, Department of Human Resources, requesting a traffic signal installation on the Oswego Highway at the entrance to Marylhurst College. The letter is self-explanatory.

Using the staff and client data that was submitted in the letter and converting the figures to traffic volumes, none of the standard warrants for the installation of signals are met. The accident history at this intersection does not qualify the access road to meet the standard warrants either. The fact remains, however, that the State of Oregon is generating a considerable amount of traffic at this point on the Oswego Highway.

If you approve, I will prepare a draft to transmit to the Department of Human Resources outlining the criteria on which we base traffic signal installations and their financing. I will further suggest in the letter that if the Department of Human Resources has the capability of financing 100 percent of this traffic signal installation, we will request the Oregon Transportation Commission's approval for the installation.

L E George

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachment

cc: E. L. Hardt w/attachment

RECEIVED
TECHNICAL SERVICES
JAN 23 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

1-23-78

Bud
Go ahead and
reply according to the
above
Ed.

81-125-1387

ROBERT W. STRAUB
GOVERNOR

Department of Human Resources
OFFICE OF THE DIRECTOR
318 PUBLIC SERVICE BUILDING, SALEM, OREGON 97310 PHONE 378-3033

January 6, 1978

L. E. George, Traffic Engineer Supervisor
Traffic Engineering Unit
Highway Division
Department of Transportation
Room 504-A, Transportation Building
Salem, Oregon 97310

Dear Bud:

This letter is a request for a stop light to be installed on Highway 43 at the entrance to the Marylhurst Campus just north of West Linn.

As we discussed on the telephone last week, we have been moving various divisions' public service offices to the campus for the past several years, and this month we will be adding approximately 45 to the existing 125. We will have a total of 171 staff serving a client load of 13,063 (who will be coming into the offices at least once a month). As you can see, we already have a problem of traffic trying to get onto the highway, and chances are being taken that really will lead to a serious accident.

For your information, I am listing a breakdown of staff and clients by three of our divisions and the Support Enforcement Division of the Justice Department.

	Staff	Clients
Department of Human Resources Divisions:		
Adult & Family Services Division	65	7,604
Children's Services Division	74	3,287
Vocational Rehabilitation Division	12	600
Justice Department:		
Support Enforcement Division	10	200

In addition to the above, Clackamas County Human Resource Services also has several large organizations such as County Health, Clackamas County IED, the County Corrections facility; and these create traffic, both in daily staff and client loads.

It is not unusual at Noon or 5:00 to have traffic backed up down into the office area, which is approximately half a mile from the highway. In

RECEIVED
JAN 1 [illegible]
TRAFFIC ENGINEERING

converse, in the morning and again at 1:00, there is a holdup on Highway 43 of people trying to make a left-hand turn coming from Lake Oswego.

Those people unfortunate enough to have to both ride the bus and cross the highway have to risk life and limb with the high speed traffic breezing down the highway. I have been in contact with Tri-Met to see about buses going down into the complex now that the daytime traffic is primarily State client services-oriented, followed closely by the Clackamas County client services. Most of Marylhurst's training classes are conducted in the evenings when the problem really isn't that big any more for them.

Please let me know any other information, data or help I can give you on this. My number is 378-8111 and do not hesitate to use it.

Sincerely,

Vern Gerberding
Supervising Facilities Analyst
Facilities Management

VG:sp

1982 Condon Rock Prod. on the 9458
Wasco-Heppner Hwy. approx. 8 mi.
westerly of Condon.

7151 5

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

GILLIAM Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION CONDON
~~Thirty Mile Creek~~ Rock Production

REGION 4

HWY #5 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 11-8317

DATE 12/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		50	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST	500.	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 3,200
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
(cy) Adams
(cy) Macnab
2 Edwards E ~~Stoudenmeyer~~
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE 12-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE 12/14/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 · PROJECT REQUEST

Loc

SEE INSTRUCTIONS ON REVERSE

SECTION Thirtymile Creek Rock Production	KEY ID # 82275
	REGION 4

STATE HIGHWAY # 5	HIGHWAY NAME John Day		MILE POST FROM --- TO ---	LENGTH ---
☐ URBAN ☒ RURAL	CITY	COUNTY Morrow	ROAD/STREET NAME Quarry site @ M.P. 42.04	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 4.
RIGHT OF WAY		$ --
ROADWAY	$ --	
STRUCTURES	$ --	
SIGNALS	$ --	
ILLUMINATION	$ --	
TEMPORARY PROTECTION	$ --	
Rock Production	$ 234.	
10% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 23. ~~93.~~	
TOTAL CONSTRUCTION		$ 257. ~~327.~~
TOTAL ESTIMATE		$ 261. ~~331.~~

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ROCK PRODUCTION		X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	11

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 /84	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	--	
STRUCTURES (#)	--	
SIGNALS (#)	--	
BIKE PATH (Y/N)	--	
AVERAGE DAILY TRAFFIC	--	
YEAR OF AVERAGE DAILY TRAFFIC	--	

DEFINE THE PROBLEM

A need to preserve and maintain certain highways in Dist. 9.

PROPOSED SOLUTION

Produce crushed rock for seals, oil mats and thin overlays.

REQUESTED, REGION ENGINEER X Dale D Allen	DATE 12/14/83			
APPROVED, ASST. HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Thirtymile Creek Rock Production

REGION
4

PROJECT JUSTIFICATION

As per the "Special 1983-1985 Survace Preservation and Maintenance Program."

ADMINISTRATION RECOMMENDATION

9458

February 16, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9458

Gentlemen or Ladies:

On February 3, 1983, we wrote to you concerning release of final payment on Contract No. 9458 awarded to Morse Bros., Inc., for the Condon Rock Production Project on the Wasco-Heppner Highway in Gilliam County.

Final payment on this contract is $2,034.20 and the total contract amount is $122,078.92. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
Dale Allen

9458

b

CON

January 6, 1983

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Time Extension Request
Condon Rock Production Project
Contract No. 9458

Your request for additional contract time in which to complete the above project has been carefully considered and is denied.

It appears that late completion of this project was solely the result of late commencement of crushing. None of the reasons stated in your request would have been encountered if you had commenced crushing these materials in a timely fashion.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
W. Robertson w/att.

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Bryant Jackmond
Contract Administration Engineer

DATE: December 29, 1982

FROM: Robert C. Pool
Robert C. Pool
Region Operations Engineer

SUBJECT: Condon Rock Production
Gilliam County
Contract No. 9458

Here is a request for additional contract time which was submitted by Morse Brothers. They are asking for 36 days additional calendar days.

Because of an unseasonal and very heavy rainstorm on November 4th, the contractor was either shut down or working at a reduced production through November 10th. He was back to normal production on November 11th. I do not consider that this rainstorm was "reasonably predictable" as the term is used in Section 108.09.

The remainder of the request is based on the fact that we did not incur any damages or extra costs because of the late completion date. This is true, but is not justification for additional time.

The contractor initially requested additional time in his letter of September 13th, and Wil Robertson told him his request would be reviewed after the project was complete. The contractor, in his letter of December 14th, says he understood this response to be an adjustment of his contract time. We don't agree with this.

I recommend an increase of 6 days (November 5 through November 10).

12-30-82

W. E. Schwartz -

Project awarded April 20, 1982

Specified Compl. Sept. 30, 1982

Started crushing Oct. 25, 1982

Recommend this request be denied.

D.M. Jackmond

RCP:pw

Enclosures

cc: W.W.Robertson

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DEC 30 1982
CONSTRUCTION SECTION
CE
CAE
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125-1387

Contains Recycled Materials

9458

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Condon Rock Production	WEEK ENDING December 18, 1982	SECTION PREFIX 11-8316
HIGHWAY Wasco - Heppner	COUNTY Gilliam	
NAME OF JOB Condon Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Morse Bros. Inc.	CONTRACT NUMBER 9458	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 20, 1982	DATE WORK STARTED June 1, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 145,546.73	SPECIFIED COMPLETION DATE September 30, 1982	PERCENT OF TIME ELAPSED 100+
EXCLUSIVE OF ENGINEERING: $ 134,005.68	ENGINEERING AUTHORIZATION $ 11,541.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 129,694.72	ENGINEERING COST TO DATE $ 7,901.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: [redacted] UNDERRUN 3 %	PERCENT OF AUTHORIZATION 68 %	DATE PROJECT WAS COMPLETED: November 20, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			24,900 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			25,183 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			25,183		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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DEC 20 1982
CONSTRUCTION SECTION
OM
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted Semi-Final estimate to Region

Final Weekly Report

SIGNED W.W. Robertson
W,W.Robertson
LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1982 Battle Ck.-N. Jefferson 9459
Int. Sec. of the Pac. Hwy. (Gr.,
Pav. & Struc. Wid.)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 8, 1986

IN REPLY REFER TO
HRW.1-OR

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 15 1986
AM ABR CA RS
MS AS OG TA RUE

RECEIVED
STATE HWY ENGR
MAY 14 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Project No. RS-139(2) - Faraday Dam - N. Fork Clackamas Riv Sec.
Clackamas Highway - Clackamas County

Project No. I-5-4(84)245 - Battle Cr. Jct. - N. Jefferson Jct Intch Sec.
Pacific Highway - Marion County

Enclosed are two sets of final revised right-of-way plans for the subject projects that are being returned without FHWA approval. Our comments concerning the items that need addressing before the plans can be accepted are attached to their respective set of plans. To avoid a reoccurence of a number of the problems, a procedure should be implemented which insures that all excess land is identified on the final right-of-way plans with a distinction being made between Federal-aid funded and State-only funded excess.

If you have any questions concerning our comments, please let us know.

Sincerely yours,

John D Wichman
for Dale E. Wilken
Division Administrator

5/13/86 Return to CM - Program Section handle
JB

Enclosure
Two Sets of Final Rev R/W Plans

cc:
OSHD (J. B. Boyd, R/W)
OSHD (G. Potter, Prgrm Mgmt)

5/21 To Potter

5/7/86
Program Sec to handle. We are not involved in preparation of final R/W plans.
D

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4/11 To Hunter for info ~
Then to Boyd: to handle.
CM

4/18 Don Amen please handle
JB

Right-of-Way Project I-5-4(84)245
Battle Creek Junction - N. Jefferson Junction Intch Sec.
Pacific Highway

No. 1. **File 51266 (sheet 3)**

Final revised right-of-way plans show this parcel as excess yet within the control of access and right-of-way. If the parcel is excess, it should be shown outside the right-of-way and control of access lines and identified as being purchased with State-only funds. By doing this it would avoid the necessity of a subsequent FHWA approval if the parcel was sold in the future.

No. 2. **File 49305 (sheet 7)**

This parcel shows as excess on the final revised right-of-way plans. Since its acquisition was authorized as a park-and-ride lot, the parcel should be shown as such and included in the right-of-way.

No. 3. **File 49316 (sheet 8)**

The final revised plans need to show the correct right-of-way line location as approved by FHWA on 10/8/82 based on an OSHD disposal request for this file. These plans need to show the revised right-of-way line location and the Federally funded excess created by that change.

No. 4. **Files 49319 and 49322 (sheet 9)**

The final revised right-of-way plans show the excess on these two files as outside the right-of-way and control of access lines which is correct. Since the excess was purchaed with State-only funds, it should be identified as such on these plans.

No. 5. **OSHD Ownership - East of Station 415 (sheet 10)**

The final revised right-of-way plans do not indicate where Interstate 5 right-of-way ends and the rest of OSHD ownership begins. The project right-of-way line should be identified so that any future action concerning the State-owned site would not require an FHWA action.

##############

nig cc: OSHD (Mr (lter)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 3-25-85	REPORT MADE BY William H. Kappus, Area Engineer		PROJECT NO. I-5-4(86)245
COMPLETION DATE (Actual) 8-31-82	ACCEPTANCE DATE BY CONRTACT AGENCY 5-26-83	TIME ELAPSED 100 %	CONTRACT TIME 120 CD

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BATTLECREEK - N. JEFFERSON INTERCHANGE (MILLER CREEK BRIDGE)
PACIFIC H HIGHWAY (I-5)
Grading, Paving, and Structure

This project provided for the widening of the Miller Creek structure in the North Jefferson Interchange.

There were no major overruns or underruns.

A final inspection of the completed project was made on September 10, 1982.

-WHK-

ROUTED
W. E [illegible]

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
4/8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible] William H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 3/29/85	TITLE Field Operations Engineer	DATE 4/1/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9459

8

June 1, 1983

CON 5
#9459

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, S. C-3000
Federal Way, WA 98003

Gentlemen:

Contract No. 9459 awarded to Auburn Construction Company for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County was completed on January 20, 1983, and accepted by the State Highway Division on May 26, 1983.

Final payment in the amount of $1,839 will be released to the contractor after June 6, 1983. The total contract amount is $52,989.64 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Auburn Construction Company
10630 S.W. Tonquin Loop Road
Sherwood, OR 97140

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

[illegible] 5-10-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/26/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Reseed, fertilize and mulch slopes

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/26/83 as requested in Mr. Keasey's letter of 5/3/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 11 is approved for a TEC of $4,000 Federal Funds $3,689.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-4(86)245
Battle Creek - N. Jefferson Interchange Section
Pacific Highway (I-5)
Price Agreement #41

Date: April 5, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject price agreement number 41 for claim settlement has been reviewed. R. A. Hatch claim number 3 ($760.50) and number 4 ($238.36) are considered field engineering errors and are not eligible for Federal participation.

Federal participation in a lump sum claim settlement of $62,635.66 is approved.

G. K. H[illegible]
Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (H Mitzel)

RECEIVED
STATE HWY ENGR
APR 7 '83
REFER TO
Keasey
FOR
Info | Inves | R/D | J/R | Sign | Act ✓ | File

Origl
4/11

NOTED
W. E. SCHWARTZ

9459

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
TRA 7

RECEIVED
STATE HWY ENGR
FEB 10 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

DATE: February 9, 1983

TO: K. C. Humphrey
Oregon Traffic Safety Commission

FROM: L. E. George
Traffic Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Traffic Conditions
City of Jefferson

This is in response to your letter of January 25, 1983, concerning traffic conditions in Jefferson in connection with a bridge widening project north of Albany on Interstate 5 in the southbound lanes.

The contractor on this project started operations in the southbound lanes just prior to the Thanksgiving holiday. Traffic is historically high at this time of year as it is for the Christmas and New Years holidays.

When serious backups occurred, the operation was shut down until after the first of the year when traffic is low enough to be handled successfully in one lane. Extra men and additional shifts were initiated by the contractor to rush the project to completion. Additional signing and improved motorist warning were initiated.

Initially some diversion of traffic to old ORE99 through Jefferson occurred. Currently there is little or no such diversion.

A field investigation last week in Jefferson shows good sight distance at intersections utilized by the fire equipment. Traffic was light and there appears to be no warrant for a special fire signal.

The project on Interstate 5 has been expedited and now is scheduled to be completed on March 15, 1983. Therefore, based on the field conditions and the imminent completion date, no further consideration seems warranted.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

bc: H. S. Coulter
C. O. Fredrickson
R. P. Hamilton

734-1839

cc: Representative Jeff Gilmour

VICTOR ATIYEH
GOVERNOR

Oregon Traffic Safety Commission
State Library Building 4th Floor
~~325 - 13th STREET N.E., SUITE 306~~, SALEM, OREGON 97310 PHONE 378-3669

January 25, 1983

L.E. George
Highway Division
504A Transportation Building
Salem, Oregon 97310

Dear Bud,

In November we received a request from Mike Newell of the Jefferson Fire Department for funding for an emergency warning light. He indicated that construction on I-5 was causing redirecting of traffic through Jefferson, and there was the potential of emergency vehicle circulation being affected. Subsequently, we have received calls from Representative Jeff Gilmour and Mr. Dan Simmons of Legislative Fiscal.

Initially we thought perhaps this request could be referred to the Highway Division for consideration for funding through the Local Engineering Assistance project. Our research has indicated that the cost is beyond the scope of that project, and that traffic volumes either on a temporary or regular basis are not sufficient to justify the expense.

Would, however, the placement of warning signs that could be funded through the Local Engineering Assistance Project contribute to improving safety in Jefferson?

I would be happy to coordinate new information back to Legislative Fiscal, or suggest they make direct contact with you, whatever your preference.

Sincerely,

KC Humphrey

KC Humphrey
Oregon Traffic Safety Commission

KC:ck

NOTED
L. E. GEORGE

RECEIVED
JAN 27 1983
TRAFFIC ENGINEERING

NOTED
GLEN L. CLARK

NOTED
DWAYNE HOFSTETTER

9459

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BATTLE CREEK-NORTH JEFFERSON INTERCHANGE MILLER CR. BRIDGE

WEEK ENDING: January 22, 1983

SECTION PREFIX: 624-1076

HIGHWAY: Pacific

COUNTY: Marion

NAME OF JOB: Miller Creek Bridge Battle Cr.-N. Jefferson Intch.

KIND OF WORK: Grading, Paving, Structure Widening

CONTRACTOR: Auburn Construction Co.

CONTRACT NUMBER: 9459

FEDERAL AID PROJECT NUMBER: I-5-4(86)245

DATE OF CONTRACT: April 21, 1982

DATE WORK STARTED: May 27, 1982

ESTIMATED COMPLETION DATE: August 31, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 120

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 65,192.87

EXCLUSIVE OF ENGINEERING: $ 59,499.17

ENGINEERING AUTHORIZATION: $ 5,693.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 53,351

ENGINEERING COST TO DATE: $ 7,389

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN . . . . . . 10.3 %

PERCENT OF AUTHORIZATION . . . . . 130 %

DATE PROJECT WAS COMPLETED: August 31, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	Cem.Tr.Base	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	295 cy	160 T		250 T	230 T
TOTAL QUANTITIES CORRECTED TO DATE	295 cy	163 T		218 T	228 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	295 cy	163 T		218 T	228 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT COMPLETED			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	365							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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RECEIVED
JAN 24 1983
CONSTRUCTION SECTION
OM
CA
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending 1-22-83.

REMARKS

All remaining paperwork submitted to Region Office January 21, 1983.

Third Notification dated 1-20-83.

FINAL REPORT.

DISTRIBUTION: Construction (3)
Region (1)
Bridge (1)
Files (1)

SIGNED ______ LOCATION Salem
Richard E. Nelson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1-1-9 12-20-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/13/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange Section

11. GENERAL DESCRIPTION OF WORK
Modify and supplement paving and signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/13/82 as requested in Mr. Keasey's letter of 10/8/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $4,500 Federal Funds $4,150.

RECEIVED
STATE HWY ENGR
DEC 21 '82
REFER TO Moehring
FOR
Info Inces R/D D/R Sign Act File

Orig to 12/21

14. DATE 12/20/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

I-5

REFERRED TO
BY FINAL DESIGN ENGINEER

1
Anderson
2 Adams
Sullivan
Trout

RECEIVED
1982
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS & UNDERRUNS

PROJECT:	Battle Cr.-N. Jefferson Intch. (Miller Creek Bridge)	CONTRACT NO.:	9459
HIGHWAY:	Pacific	PREFIX:	624-1076
COUNTY:	Marion	F.A. NO.:	I-5-4(86)24

	Original	Semifinal	± %
Bid Items	55,737.00	52,150.64	- 6
Anticipated Items	1,200.00		
Contingencies	2,562.17	0.00	- 1
Engineering	5,693.70	5,700.00	
Liquidated Damages	0.00	0.00	
Total	$65,192.87		

Item No.	Item	Unit	Original	Semifinal	± %
B.I. 1	Mobilization	Lump Sum	100%	100%	0.
B.I. 2	Temporary Protection & Direction of Traffic	Lump Sum	100%	100%	0.
B.I. 3	Temporary Signs	Sq. Ft.	74	74	0.
B.I. 4	Temporary Barricades	Each	2	0	-100.
	Item was not needed dut to contractor schedule.				
B.I. 5	Flagmen	Hour	120	54	- 55%
	All required to construct project.				
B.I. 6	Embankment in Place	Cu. Yds.	295	61.9	- 79%
	Estimated quantity in error. Bridge Section added wingwalls which reduced embankment in place.				
B.I. 7	Cement Treated Base	Ton	250	217.77	- 12.
	All required to construct the project. Estimated quantity in error.				
B.I. 8	Aggregate Shoulders	Ton	160	163.16	+ 1.
B.I. 9	Class C A.C.	Ton	230	227.77	+ 1.
B.I. 10	Guard Rail Type 2A	Lin Ft	250	250	0.0
B.I. 11	Guard Rail Type 3	Lin Ft	50	50	0.0
B.I. 12	Guard Rail Anchors Type 1	Each	2	2	0.0
B.I. 13	Rail End Pieces Type C	Each	2	2	0.0
B.I. 14	Type CL-6 Chain Link Fence	Lin Ft	320	320	0.0

B.I. 15	Alternations to Existing Structure	Lump Sum	100%	100%	0.0
B.I. 16	Furnish Pile Driving Equipment	Lump Sum	100%	100%	0.0
B.I. 17	Furnish HP 12x53 Steel Piling	Lin Ft	210	210	0.0
B.I. 18	Drive Steel Piles	Lin Ft	189	169.4	- 10.4
B.I. 19	Structural Concrete Class 3300	Lump Sum	100%	100%	0.0
B.I. 20	4'x35'/40' Prestressed Slabs	Each	3	3	0.0
B.I. 21	Reinforcement	Lump Sum	100%	100%	0.0
B.I. 22	Metal Rail with Tubing	Lin Ft	68	68	0.0

9459

9-9-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/9/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 8/26/82 and under the provisions of PPM 30-4 paragraph 9C(1) I concur that it is in the public interest to proceed with the actual adjustment to Portland General Electric Compnay's power pole #C-93-2/71. Reimbursement on an actual cost basis estimated to be $3,981 Federal Funds $3,671.28 is approved.

I approve the agreement with Portland General Electic Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

14. DATE 9/9/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7-9-82

1139

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/24/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Install new mile point markers and posts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~A CONTRACT OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/24/82 as requested in Mr. Keasey's letter of 6/25/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $400 Federal Funds $369.

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

[illegible]

14. DATE 7/9/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-14-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK

Remove, transport and establish credit value of salvaged guardrail material

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5-14-82 as requested in Mr. Keasey's letter of 6-21-82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 representing credit to the project for salvaged guardrail material is approved for a total credit of $21,086 - Federal funds $19,445.

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Mochasig
FOR
Info | Inves | R/U | D R | Sign | Act | File

[illegible]

14. DATE 6/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1159

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/24/82

8. F. A. ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK:
Grading, paving and structure widening

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*)
Permanent Pavement Striping S.F. $700
Roadside Seeding and Mulching S.F. $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/22/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $86,330 Federal Funds $79,613.

A signed copy of the Title Sheet is returned herewith.

14. DATE 3/24/82

15. [illegible]

16. TITLE for Division Administrator

FORM [illegible]
Rev. 12 [illegible]

9459

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-15-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/15/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's 2/23/82 letter I approve the program change as follows:

1) Type Code: Add "X020".
2) Existing Facility: Add under Structures---
    6) Miller Cr.; Br. No. 365; Frontage Rd. Lt. (westerly side); Hwy. over waterway; RC slab span; HC 20'; H-15 loading.
3) Project Data: Add "---(9) widen structure 6), listed under "Existing Facility", 12 feet on easterly side and constuct approach roadways as directed.
4) Data for PR-37: Bridge No. 365A(X020)---- $49,500 TEC.

RECEIVED
HIGHWAY ENG.
REFER TO [illegible]

14. DATE 3/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9459

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 23, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90265
Project No. I-5-4(86)245
Battle Creek-N. Jefferson Intchge. Sec.
Marion County

I request approval of a program change requiring revisions as follows:

1) Type Code: Add "X020".
2) Existing Facility: Add under Structures---
    6) Miller Cr.; Br. No. 365; Frontage Rd. Lt. (westerly side); Hwy. over waterway; RC slab span; HC 20'; H-15 loading.
3) Project Data: Add "---(9) widen structure 6), listed under "Existing Facility", 12 feet on easterly side and construct approach roadways as directed.
4) Data for PR-37: Bridge No. 365A(X020)---- $49,500 TEC.

Upon your approval of this program change it is the Oregon State Highway Division's intention to receive bids for this stage of work under a separate contract on April 29, 1982.

JLG:bkc

cc: General Files

Form 734-3122

9457

2-5 8/4 ~~2/10/82~~
~~2/17/82~~

January 14, 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout 4
Wekerlig

RECEIVED
JAN 14 1982
ROAD DESIGN
SECTION

DES 16
Do Not File ☐
Return To
Bring Up __/__/__
Action

Oregon Dept. of Fish & Wildlife
506 S. W. Mill Street
Portland, OR 97201

Attention: Mr. Brent Forsberg
Waterway Coordination

Dear Brent:

Re: Miller Creek Bridge
Battle Cr.-N. Jefferson
Interchange Section
Pacific Highway
Marion County

In the near future we plan to take bids for the widening of the above bridge which is along side the freeway south of Salem.

Approximately 20 cubic yards of excavation from the stream banks will be necessary for the construction of the concrete abutment type support and wing walls. These walls will set on steel piling. As the quantities are less than the 50 cubic yard requirement for a Division of Lands Removal Permit, we have not applied to them for a permit.

Here for your review is a copy of the proposed plan. We would be pleased to have your comments concerning controls we should stipulate for construction. To maintain our contracting schedule, it would be appreciated if we receive your comments not later than February 15, 1982.

Please call if you have any questions.

2/18/82
No control dates -
standard Spec's on
Turbidity should suffice
Don Trout

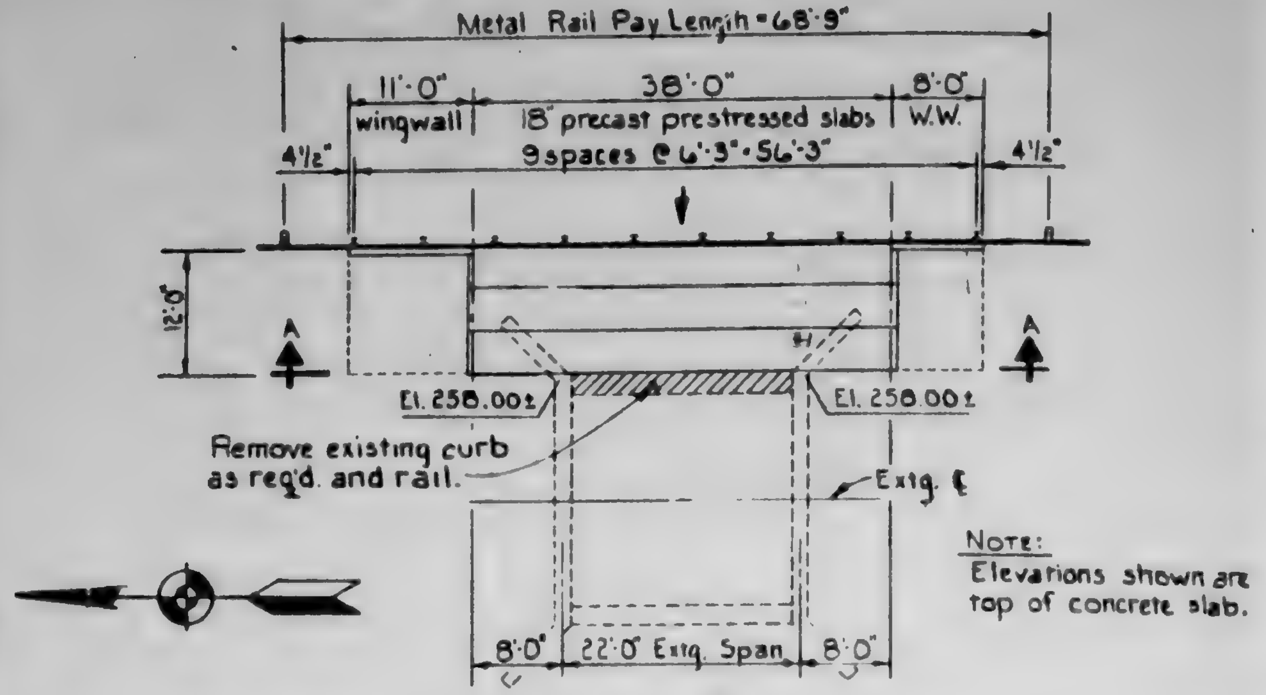
Very truly yours,

J. H. Versteeg
Road Design Engineer

By

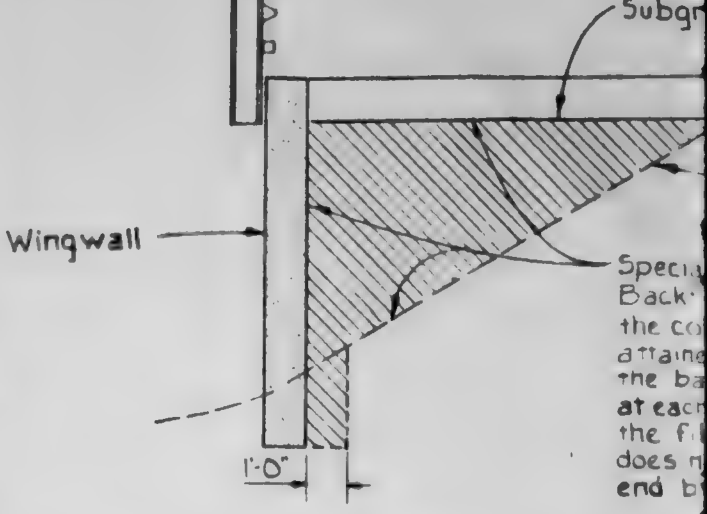
Donald L. Trout
Final Project Coordinator

DLT:rw
Attachment


Metal Rail Pay Length = 68'-9"
11'-0"
wingwall
38'-0"
18" precast prestressed slabs
8'-0"
W.W.
4½"
9 spaces @ 6'-3" = 56'-3"
4½"
12'-0"
A
A
El. 258.00±
El. 258.00±
Remove existing curb as req'd. and rail.
Extg. ℄
Note:
Elevations shown are top of concrete slab.
8'-0"
22'-0" Extg. Span
8'-0"

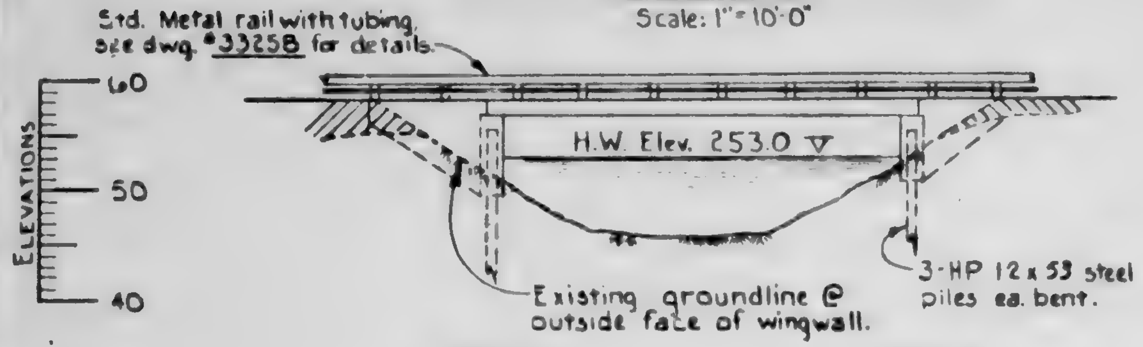
PLAN

Scale: 1" = 10'-0"



PAY LIMITS FOR SPECIAL WALL B

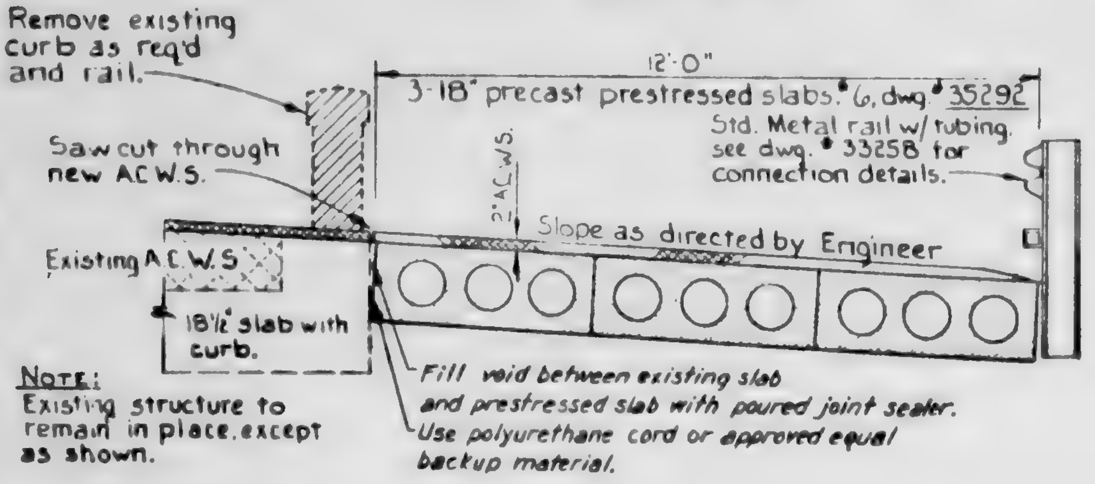
No Scale


Std. Metal rail with tubing, see dwg. #33258 for details.
ELEVATIONS
60
50
40
H.W. Elev. 253.0
Existing groundline @ outside face of wingwall.
3-HP 12 x 53 steel piles ea. bent.
BENT 1
BENT 2

VIEW A-A

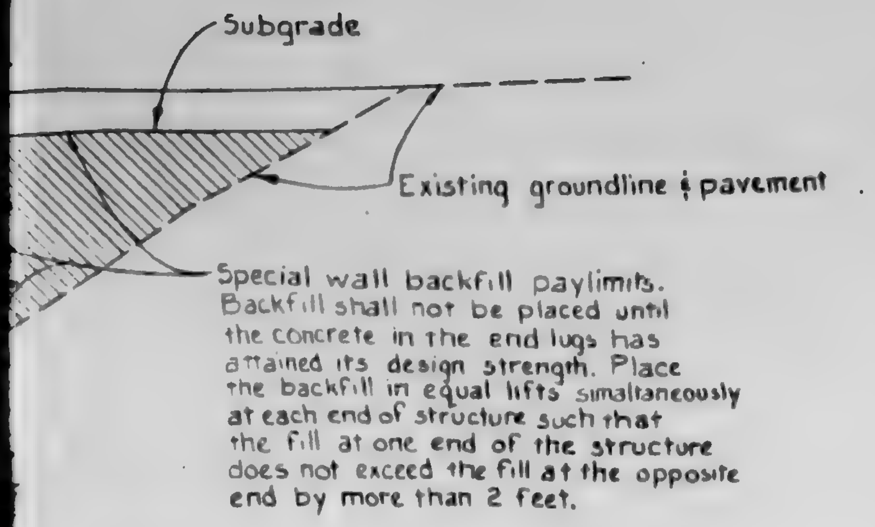
Scale: 1" = 10'-0"

HYDRAULIC D	
	DESIGN FLOOD
DISCHARGE cfs	535
FREQUENCY - yrs.	50
H.W. ELEVATION NATURAL CHANNEL	253.0


Remove existing curb as req'd and rail.
12'-0"
3-18" precast prestressed slabs #6, dwg. #35292
Std. Metal rail w/ tubing, see dwg. #33258 for connection details.
Saw cut through new AC W.S.
2" AC W.S.
Slope as directed by Engineer
Existing A.C.W.S.
18½" slab with curb.
Fill void between existing slab and prestressed slab with poured joint sealer. Use polyurethane cord or approved equal backup material.
Note:
Existing structure to remain in place, except as shown.

TYPICAL SECTION

Scale: ½" = 1'-0"

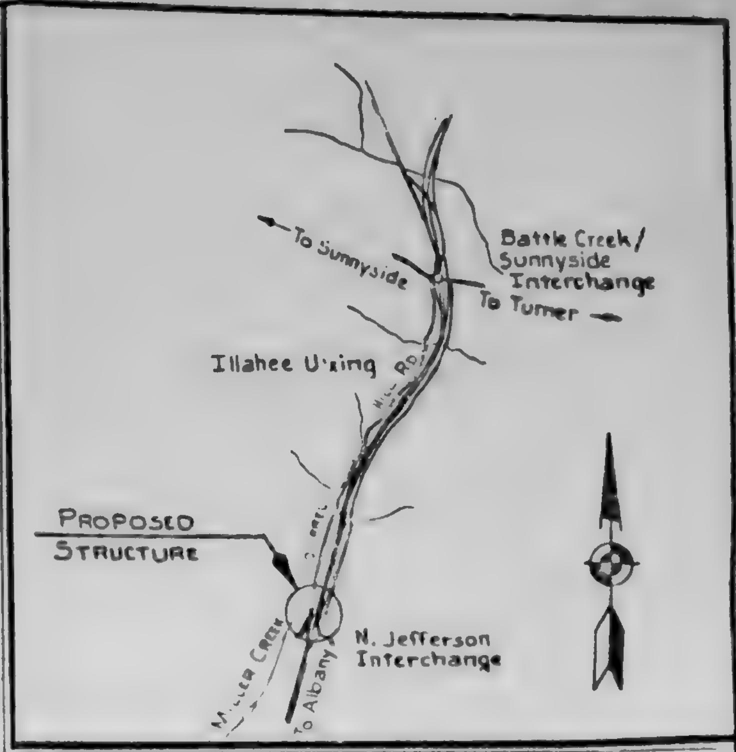

Subgrade
Existing groundline & pavement
Special wall backfill paylimits. Backfill shall not be placed until the concrete in the end lugs has attained its design strength. Place the backfill in equal lifts simultaneously at each end of structure such that the fill at one end of the structure does not exceed the fill at the opposite end by more than 2 feet.

SPECIAL WALL BACKFILL

No Scale

HYDRAULIC DATA

	DESIGN FLOOD	MAX. FLOOD YEAR
charge c.f.s.	535	400
quency - yrs.	50	20
/. ELEVATION tural Channel	253.0	—



VICINITY MAP

GENERAL NOTES:

All workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20-44 loading with an allowane of 25 psf for future wearing surface and 25 psf for present wearing surface.

Concrete members except prestressed members, designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans.

All other reinforcing steel shall conform to ASTM Specification A615 (51) Grade 60. The following splice lengths shall be used unless otherwise shown:

Bar Size	3	4	5	6	7	8	9
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for walls shall not be fabricated until final elevations have been determined in the field.

All concrete shall be Class 3300-1½".

All piling shall be HP 12 x 53 steel, driven to a minimum bearing of 50 tons per pile.

ADVANCE PLANS

JAN 14 1982

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED Walter J. Hart P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER

DESIGNED T. Shike
DRAWN J. Silbernagel
CHECKED G. Abernathy
REVIEWED L.M. Tindall 6/4/81
REVIEWED L.L. Wallace 6/8/81
CALC BOOK 1828

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

MILLER CREEK BRIDGE
BATTLE CREEK - N. JEFFERSON INTCHGE. SEC.
PACIFIC HIGHWAY
MARION COUNTY

PLAN AND ELEVATION

ACCOMPANIED BY DWGS 36036, 36037, 33258, 35292
For information only, 832 & 833

DATE MAY 1981
BRIDGE NO. 365A
SHEET 1 OF 5
DRAWING NO. 36035

1982 Pac. Hwy. E. at Grimm Rd. 9460
Sec. approx. one mile N. of Hubbard.
(Traffic Signal Installation)

C+A 7253 3/24/80
7644 4/14/82

STATE COPY

kke

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9/18/84	REPORT MADE BY 9-18-84 W. H. Kappus, Area Engineer		PROJECT NO. HES-26(19)
COMPLETION DATE (Actual) 9/16/82	ACCEPTANCE DATE BY CONRTACT AGENCY 1/27/83	TIME ELAPSED 47 %	CONTRACT TIME 90 CD

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. E. @ GRIMM RD.
PACIFIC HWY. EAST
Traffic Signal Installation

This project provided for the installation of a traffic signal at this intersection.

There were no major overruns or underruns and no contract claims. The project was completed in 42 days.

A final inspection of the completed project was made November 22, 1982.

NOTED
W. E. SCHWARTZ

Cy
10/4

RECEIVED
STATE HWY ENGR
OCT 2 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Ans	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Glenn Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9/28/84	TITLE Field Operations Engineer	DATE 10/1/84

FORM FHWA 1446B
ev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

February 8, 1983

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

CON 5
#9460

Gentlemen or Ladies:

On January 31, 1983, we wrote to you concerning release of final payment on Contract No. 9460 awarded to Electric Corp., for traffic signal installation on the Pacific Highway East at Grimm Road in Marion County.

Final payment on this contract is $1,000.21 and the total contract amount is $79,667.79. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Electric Corp.
P. O. Box 12186
Salem, OR 97309

Potts, Davis & Company
P. O. Box 390
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

1400

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. E. @ GRIMM RD.	WEEK ENDING: 12-11-82	SECTION PREFIX: 24-1077
HIGHWAY: PACIFIC EAST	COUNTY: MARION	
NAME OF JOB: PACIFIC HWY. E. @ GRIMM RD.	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: ELECTRIC CORP.	CONTRACT NUMBER: 9460	FEDERAL AID PROJECT NUMBER: HES-26(19)
DATE OF CONTRACT: 4/20/82	DATE WORK STARTED: 8/2/82	ESTIMATED COMPLETION DATE: 10/30/82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 42
PROJECT AUTHORIZATION: $ 95,716.28	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 47
EXCLUSIVE OF ENGINEERING: $ 87,356.78	ENGINEERING AUTHORIZATION $ 8,359.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 83,595.00	ENGINEERING COST TO DATE $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -4½ %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED: 9-16-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----------	----------	----------	----------	----------	----------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	************			Project Complete
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	************			

RECEIVED
DEC 15 1982
CONSTRUCTION SECTION
CE K
CAE
POE
QC
SCS
EEO
OM
CA
LS
TC
FE
CP

ORIGINAL

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract Complete 9-16-82
3rd Notification 12-06-82
Semi-Final submitted to Region, 12-06-82
Final Inspection 11-22-82
State Forces to install new H.P. Sodium Vapor Lamps on all interchange illumination early in 1983.

Last Report.

SIGNED ______ LOCATION SALEM
WARREN E. MUELLER PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-29-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-26(19)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00072

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/9/82

8. FEDERAL ROUTE NUMBER
Primary 26

9. STATE ROUTE NUMBER
Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Grimm Road

11. GENERAL DESCRIPTION OF WORK

Replace mercury vapor luminairs with high pressure sodium luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/9/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $4,906.50 Federal Funds $4,416.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
10/29/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9460

L.

October 12, 1982

D.J. Drilling Inc.
1083 N. 11th Drive
Hillsboro, OR 97123

CON 4
#9460

Attention: Jake Wolfe

Gentlemen:

Thank you for your letter of October 2, 1982, stating that you have been paid for augering holes for pole bases on Contract No. 9460.

This was in connection with a claim you filed in the amount of $357.50 against Contract No. 9460 with Electric Corp. for traffic signals on the Pacific Highway East at Grimm Road.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Electric Corp.
P. O. Box 12186
Salem, OR 97309

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

DJ DRILLING CO. 1083 N. 11th Drive Hillsboro, Oregon 97123
Phone (503) 648-6114

Oct. 2, 1982

Department of Transportation

Dear Sir,

I have now been paid ~~for~~ augering holes for pole bases on contract No. 9460, Grim road.

Thank you very much

D.J. Drilling Inc.

Att: Robert W. Gorman

«EC» ELECTRIC CORP
1375 13TH ST. SE : P.O. BOX 12186 : SALEM, OREGON 97309
AREA CODE 503 TEL. 364-6725

September 28, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

RE: CON 5
# 9460

Gentlemen:

Enclosed is a copy of our check # 06362 in the amount of $ 357.50, made jointly to Murson Industries and D.J. Drilling for payment on claim against bond.

Thank You,

Gene A. Fields,
President

GAF/jl

cc

enclosure

DATE	CHECK NO.	GROSS AMOUNT			OTHER DEDUCTIONS	% DISC.	DISCOUNT	NET CHECK			NAME
9/28/82	6362			✓				35750			Murson Industries and D.J. Drilling

PLEASE DETACH BEFORE DEPOSITING CHECK.

ELECTRIC CORP. • SALEM, OREGON

ELECTRIC CORP.

LIGHT AND POWER INSTALLATIONS
1375 13TH ST. S.E. • P.O. BOX 12186
SALEM, OREGON 97309

96-5
1232

06362

PAY ELECTRIC CORP. SALEM 357 DOLS 50 CTS DOLLARS

TO THE ORDER OF:

Murson Industries and
D.J. Drilling

DATE September 28, 1982

$ 357.50

MAIN BR. – PIONEER TRUST COMPANY – SALEM, OREGON

⑈006362⑈ ⑆123200059⑆ 05 00429 1⑈

THIS CHECK IS IN PAYMENT OF THE FOLLOWING INVOICES.

DATE		AMOUNT	

ENDORSEMENT IS ACKNOWLEDGMENT OF SETTLEMENT IN FULL FOR ABOVE ITEMS

ELECTRIC CORP.
SALEM, OREGON

9460

CL-82-183

files

FILED
SEP 21 1982
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9460

D. J. Drilling Inc.
1083 N. 11th Drive
Hillsboro, OR 97123

Gentlemen:

This will acknowledge your letter dated September 14, 1982, filing a claim concerning the following Highway Division contract:

FILED BY:	D. J. Drilling Inc.
AMOUNT:	$357.50
FOR:	Augering holes for pole bases
AGAINST: (Prime contractor)	Electric Corp.
SUBCONTRACTOR:	Northwest Underground
CONTRACT NO.	9460
PROJECT:	Traffic signals on Pacific Highway East at Grimm Road in Marion County
SURETY:	St. Paul Fire & Marine Insurance Company
AGENT:	Potts, Davis and Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Electric Corp.
P. O. Box 12186
Salem, OR 97309

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

✓bc: Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9-23-82 bmc

DJ DRILLING CO. 1083 N. 11th Drive Hillsboro, Oregon 97123
Phone (503) 648-6114

Sept.14,1982

Dear Sir,

I would like to file a claim against Bond on State Highway job on Grim road and old Highway 99 in Hubbard area.

Bond is with Electrical Corp. from Salem.

The contractor I worked for was Northwest Underground, who was sub contracting to Electrical Corp. My service was for augering holes for pole bases. The amount charged for these services was $357.50. Work was done on August 2,1982.

My Business name is D.J. Drilling Inc.

1083 N. 11th. St. Drive
Hillsboro, Ore. 97123

Thank You
President

[illegible]
P 16
[illegible]

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-176	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 3	5-21-82	Project Number HES-26(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 23,950.00	$ 119,666.00
Federal funds	$ 21,555.00	$ 107,699.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 21, 1982

Federal-Aid Project
No. HES-26(19)

Pacific Highway E. at Grimm Rd.
Pacific Highway East
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$23,950.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 1,336.00
Temporary Signs	211 Sq. Ft.	4.00	844.00
Flagmen	60 Hour	10.00	600.00
Aggregate Base	40 Ton	21.50	860.00
Class "C" Asphalt Concrete	30 Ton	83.00	2,490.00
Traffic Signal Installation, Complete		All Required	73,265.00
			$79,395.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,750.00
State Furnished Software	All Required	500.00
Signal Controller Testing & Turn-on	All Required	1,950.00
		$ 4,200.00
	SUBTOTAL	$83,595.00
	Engineering	12,121.00
	TOTAL	$95,716.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 23,950.00	$ 21,555.00	$ 2,395.00
Traffic Signal	95,716.00	86,144.00	9,572.00
TOTAL	$119,666.00	$107,699.00	$11,967.00

Group 1	100%
Contract No.	9460
Prefix:	24-1973
Prefix:	24-1077

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
3-11

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2/23/82

te
Oregon

County
Marion

Project Number
HES-26(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,050.00	$ 23,950.00
Federal funds	$ 15,345.00	$ 21,555.00
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of February, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 12, 1982

Federal Aid Project
No. HES-26(19)

Pacific Hwy. East @ Grimm Road Section
SR in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$23,950.00
	TOTAL	$23,950.00

Length of Project ----------------- 0.25 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 23,950.00	$ 21,555.00	$ 2,395.00
Retain in Program Contract Work	100,000.00	90,000.00	10,000.00
TOTAL	$123,950.00	$111,555.00	$12,395.00

Group 1 100%
Prefix: 24-1973

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-107 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3/31/81	State Oregon County Marion Project Number HES-26(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,000.00	$ 17,050.00
Federal funds	$ 10,800.00	$ 15,345.00
Other revisions		

This modification is made for the following reasons: To include approved funds for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 25, 1981

Federal Aid Project
No. HES-26(19)

Pacific Hwy. East @ Grimm Road Section
SR in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$17,050.00
	TOTAL	$17,050.00

Length of project ------------- 0.25 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 17,050.00	$ 15,345.00	$ 1,705.00
Retain in Program			
Contract Work	100,000.00	90,000.00	10,000.00
TOTAL	$117,050.00	$ 90,000.00	$11,705.00

Group 1-100%
Prefix 24-1973

STATE COPY

OMB No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-29	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-7-80	State egon County Marion Project No. HES-26(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E; 1.3 mi. N. of Hubbard NCL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-4-80	0.25
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 12,000.00	FEDERAL FUNDS $ 10,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. HES-26(19)

Pacific Hwy. East @ Grimm Road Section
SR in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$12,000.00
	TOTAL	$12,000.00

Length of Project --------------- 0.25 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,800.00	$ 1,200.00
Retain in Program Status			
Contract Work	$100,000.00	90,000.00	10,000.00
TOTAL	$112,000.00	$100,800.00	$11,200.00

Group 1	100%
Prefix	24-1973

Date 4-14-82 PROJECT MANAGEMENT OFFICE MEMO

Subject Pacific Hwy E @ Grim Rd File No.

Received [✓ (call)] (visit) from Phil Lewellyn

Address Location Section

Made [✓ (call)] (visit) to Phil Stearns Phone 8-2626

Reason for contact and general discussion: The realignment portion of this project is dead, per Phil Stearns & Lewellyn; because the proposed realignment work did not solve the hazard problem— Glen Clark killed that portion of the project, which was covered by Agreement #7253.

The traffic signal installation, Agreement # 7644, will be let 4-15-82 and no local match is required.

Signature Ken Husby

File (X) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGE OPE FAE CCE OM Other

9240

April 14, 1982

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-2

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7644

Gentlemen:

Attached for your files is a fully executed copy of a construction-finance agreement to install traffic control signal equipment on Pacific Highway East, No. 1E, at Grimm Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Enclosure

bc: Don Harwell

9460

L.

Morgan, Ryan & Associates, inc.

April 7, 1982

RECEIVED

Phillip O. Stearns,
Region Federal Aid Specialist
Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. Stearns:

RE: Elixir Industries involvement in Grimm Road @ Pacific Highway Interchange

I have informed my client, Elixir Industries, of the pending change in design for the Grimm Road at Pacific Highway interchange. They understand the situation and the fact that the entirity of their pledge of $25,000.00 may not be necessary for the completion of the project. It is certainly acceptable to only bear the responsibility for the reduced amount of the county's match.

Please excuse the delay in getting this response to you on this matter. A variety of factors caused it to be delayed, however, I hope that it will complete your file on the matter and has not caused any problem.

If you have any questions, please call me at your convenience. Thank you for your time and consideration.

Yours truly,

MORGAN, RYAN & ASSOCIATES, INC.

John N. Morgan,
President

enclosure

cc: Elixir Industries

Urban and Regional Planning • Design • Governmental Processes

5778 Commercial St. SE Salem, Oregon 97306 (503) 399-7621

4160

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

REGION 2 ENGINEER
RECEIVED
APR 7 1982
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE S

April 6, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, OR 97310

RE: Preliminary Plans
Pacific Highway East at
Grim Road

Dear Mr. Stearns:

We have reviewed the enclosed plans you transmitted for the subject project. I have signed the plans subject to two minor changes. One change is that the correct spelling of Grim Road is with one "m". The other change is that we suggest all new luminaires be high-pressure sodium. We have discussed this with PGE and their policy is that any time more than a bulb replacement is necessary, they replace the mercury vapor lamps with high-pressure sodium. They believe that within 2 years, most luminaires will be converted.

Sincerely,

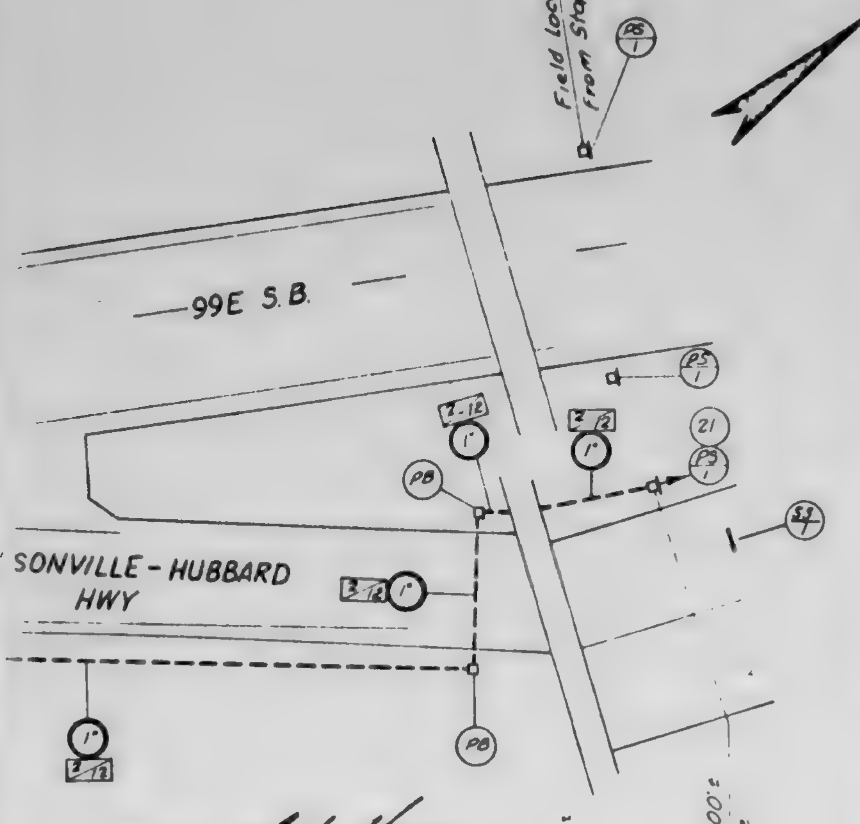
Robert J. Hansen

Robert J. Hansen
Director of Public Works

BM:cg

Enclosure

SIGNAL PLAN
HW. 99E AT GRIMM RD



4/6/82

DATE

PRELIMINARY COPY

MAR 10 1982

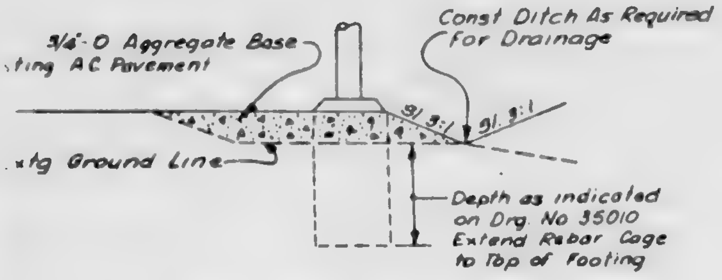
SUBJECT TO MUTUAL REVIEW

L E G E N D

EX 1	Existing power pole-power source
C	Install model 170 controller in model 332 cabinet - field locate
MS	Install 120 volt meter service
54	Install service cabinet with one 50 AMP & one 20 AMP SPST breaker
MP 1	Install type 1 signal mast arm pole
MPL 1	Install type 1 signal mast arm pole with luminaire extension
MP DBL	Install double mast arm signal pole
MA L	Install (L) foot signal mast arm
TC	Install terminal cabinet
S	Install (S) inch electrical conduit
CS	Install 2 inch conduit stub-cap both ends - future use
N	Install (N) No. 14 type THWN wires
N C	Install (N) No. 6 type THWN wires - signal system common
N G	Install (N) No. (G) type TW wires
V Ph	Install Phase (Ph) vehicle signal
PV Ph	Install Phase (Ph) programmed vehicle signal
P T	Install type (T) modified pedestrian signal
PB Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
PB	Install 10½" x 17¼" concrete pull box with cover inscribed "Traffic Signals"
OS IL	Install interior illuminated *"ONE WAY" arrow left sign*
OS IR	Install interior illuminated *"ONE WAY" arrow right sign*
PS 1	Install post mounted "SIGNAL AHEAD" (W3-3-48) sign
21	Install 8 inch yellow flashing beacon with control cabinet
1	Construct gravel walk - see detail
L	Install 400 watt medium, semi cut-off, type 3 luminaire with photo electrical relay and 400 watt mercury vapor lamp. Mounting ht. 35 feet

Ph.	Phase Shown	456-	12" R, 12" Y, 12" G
N.	Number Shown	423	12" R, 8" Y, 8" G
G.	AWG Wire Size	A.	Standard Plumbizer
T.	Type Shown	E.	Elevator Plumbizer
S.	Size Shown		

LA L	*Install (L) ft luminaire arm*
SS	*Install "SIGNAL AHEAD" (W3-3-48) Sign on highway structure 1800 Feet ± from STOP line ~ By Others.*


3/4"-0 Aggregate Base
xting A.C. Pavement
Const Ditch As Required For Drainage
3:1
3:1
xtg Ground Line
Depth as indicated on Drg. No 35010 Extend Rebar Cage to Top of Footing

POLE BASE DETAILS

APPROVED

3/8/82

DESIGNED BY

CHECKED BY

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. E. AT GRIMM ROAD SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

January 1982

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 35009, 35010 & 8289

8288

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(19)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00072

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/24/82

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at Grimm Road

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX OTHER *(Specify)*
Permanent Pavement Striping S.F. $1,750
State Furnished Software $500
Signal Controller Testing & Turn on $1,950

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/22/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $124,600 Federal Funds $112,140.

A signed copy of the Title Sheet is returned herewith.

14. DATE 3/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94160

3-22-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(19)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00072

2A. COUNTY NAME Marion

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-22-82

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
PACIFIC HIGHWAY EAST AT GRIMM ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change -- see below

13. REMARKS

As requested by Mr. Swan's March 12, 1982 letter, I approve the program change as follows:

1) Character of Proposed Work: Remove "Grade, Dr. & Pave." and add "Traffic Signal".
2) Const. Work Type: Remove "6201" and add"Y031".
3) Project Data: Change 2) to read "Install traffic control signal and perform incidental work common to this type of project. Utility adjustment as required.

14. DATE 3-22-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9410D

Section *Pacific Hwy. E. at Grimm Rd.* Programming Estimate $ Br. *125,000* L.

Highway *Pacific Hwy. E. 3-15-82* Project Length *~*

County *MARION* Completion Time *200 CD*

Kind of Work *Traffic Signals* Est. Comp. Date *Dec. 2, '82*

Prefix *24-1973-921* Letting Date *April 15, '82* Project No. *HES-26(19)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *105,566^{00}*

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	*1750*
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished *Software*	*500*
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages.	
Signal Controller Testing *+ Turn on*	*1950*
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Adjust Utilities	

$ *4,200^{00}*

Subtotal $ *109,766^{00}*

Contingencies (4-1/2%) . . . . *4,939^{47}*

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . *9,878^{94}*

~~Subtotal~~ $

Credit for ______________ . . . . . .

Estimated Net Authorization, Construction . . . . $ *124,584^{41}*

APPROVED

cc Phil Stearns 3-17-82

Road Design Engineer

Rev. 11/81

OREGON DEPARTMENT OF TRANSPORTATION

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Pacific Hwy. E. at Grimm Rd.		County MARION	Sheet 1 of 1
Kind of Work Traffic Signals	Length ~	Date 3-11-82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and					
	Direction of Traffic		All	All	-	3,000-
2	Temporary Signs		Sq. Ft.	211	6-	1,266-
3	Flagmen		Hour	60	22^{50}	1,350-
4	Aggregate Base		Ton	40	15-	600-
5	Class "C" Asphalt Concrete		Ton	30	45-	1,350-
	TRAFFIC SIGNALS					
6	Traffic Signal Installation,					
	Complete		All	All	-	98,000-

734-1736 (8-81)

9460

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 00072
Project No. HES-26(19)
Pacific Hwy. East @ Grimm Rd. Sec.
Marion County

I request approval of a program change requiring revisions as follows:

1) Character of Proposed Work: Remove "Grade, Dr. & Pave." and add "Traffic Signal".
2) Const. Work Type: Remove "6201" and add "Y031".
3) Project Data: Change 2) to read "Install traffic control signal and perform incidental work common to this type of project. Utility adjustment as required.

Also, attached is a copy of the signal warrent for the project and at this time the construction estimate does not need adjustment.

JLG:bkc
Attachment

cc: General Files

Form 734-3122

9110 2-1-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(19)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00072
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/82
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Grimm Road Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1/19/82 I approve the revised Preliminary Engineering Costs to a TEC of $23,950 Federal Funds $21,555.

(Increase TEC $6,900 Federal Funds $6,210)

RECEIVED
STATE HWY ENGR
FEB 5 '82
REFER TO [illegible]
FOR
Info Inves R/D ie Rep File

14. DATE 2/1/82
15. SIGNATURE OF AUTHORIZING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9461D

L

L

Form: 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Highway East at Grimm Road

Highway Pacific East #1E

County Marion #24

Date December 4, 1981, 19

Authorization No. 3

Survey Prefix 24-1973 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is the north end of the existing interchange, M.P. 27.09. The southerly terminus is approximately OSHD weigh station, MP 28.18. The total length of the project is 1.09 miles. The control point is the intersection of Grimm Road with Pacific Highway East.

Typical section: To be determined by the survey.

Purpose of survey:

Prepare plans, specifications and cost estimate to revise the intersection to provide a safer facility by constructing a Traffic signal. 2-8-82 L

Estimate of Costs:

Project Manag r	(901)	$14,000	Adm. Serv. (Eng.)	(922)	~~100~~ 50
Final Design	(905)	~~2,800~~ 1,500	Environmental	(923)	~~300~~ 200
Preliminary Design	(907)	700	Training & Seminars	(950)	~~200~~ 50
Soils & Geology	(910)	~~2,500~~ 1,000			
Traffic	(911)	~~3,000~~ 4,000			
Utility Liaison	(914)	~~750~~ 500	HES-26(19)		
Recon & Hydrology	(918)	~~200~~ 50	2-1-82		
Project Management	(920)	100			
Specifications	(921)	1,800			

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 15 1981
LOCATION
SECTION

Total estimated cost of survey	23,950 $ ~~26,450~~
Previous authorization	15,950
Additional authorization requested	10,600
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

B. O. Fredrickson

Regional Engineer

Recommended for Approval:

Frank E.

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(19)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00072

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/12/81

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Grimm Road Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 2/20/81 I approve the revised Preliminary Engineering Costs to a TEC of $17,050 Federal Funds $15,345.

(Increase TEC $5,050 Federal Funds $4,545)

STATE [illegible]
MAR 19 '81
REFER TO

14. DATE 3/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 24, 1980

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

AGR 4

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7253

Gentlemen:

Attached for your records is a fully executed copy of an agreement to relocate and construct a portion of Grimm Road on new alignment and provide a new connection to the Pacific Highway East.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6-1-4

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 14, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

RECEIVED
STATE HWY ENGR
JAN 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A project is proposed to relocate the Grimm Road connection to the Pacific Highway East to approximately 1,000 feet southerly of its present location. The intent of this relocation is to eliminate some of the conflicting traffic movements which are contributing to the high accident experience at the present intersection location.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Funds	Federal Funds	County Funds
State & County	Pacific Highway East at Grimm Road (Marion Co.)	$100,000	$90,000	$10,000

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

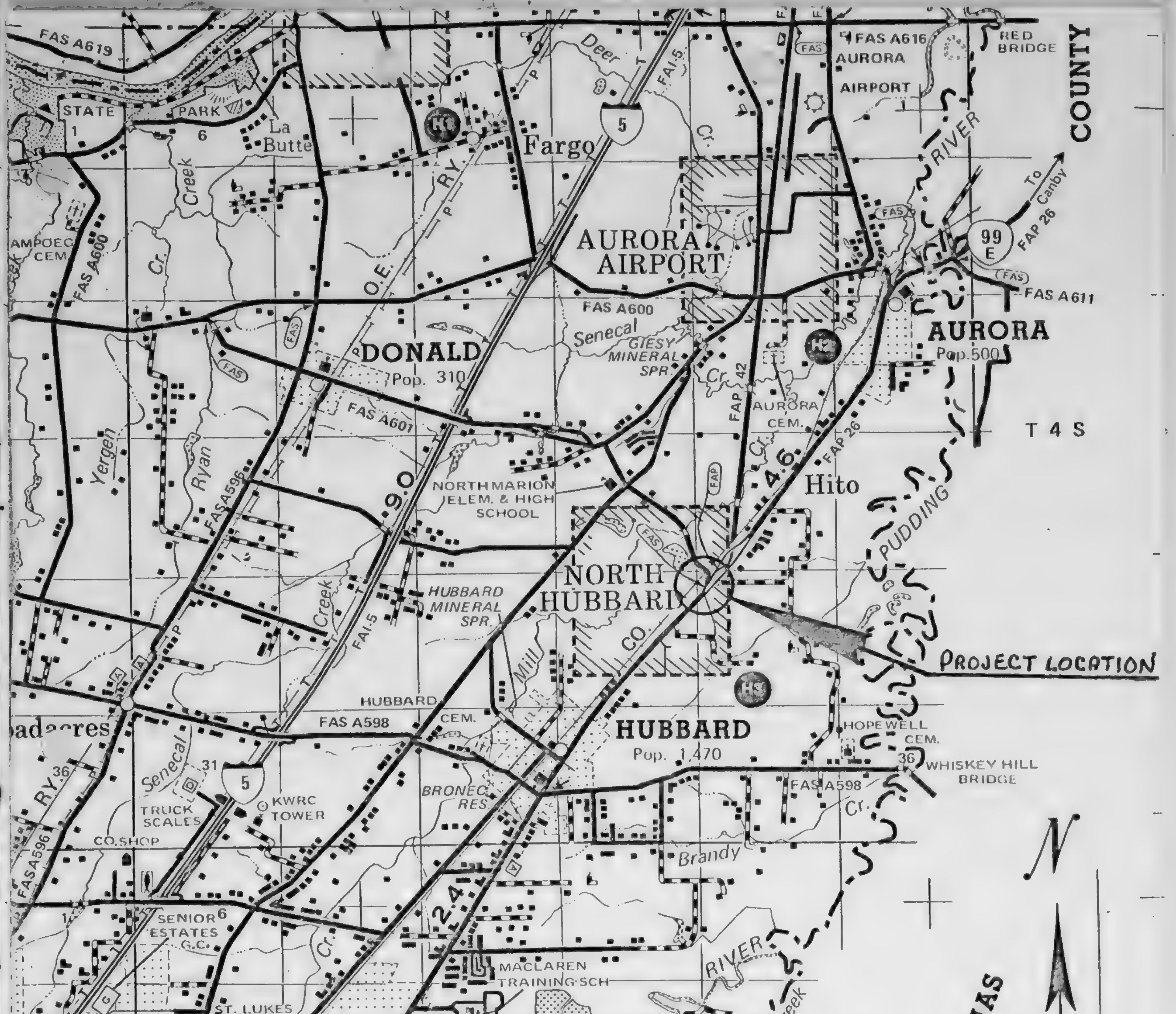
NOTED
R. W. GORMSEN

RHB:jrb
Attachment

APPROVED BY:

H S Coulter
State Highway Engineer

DATE: 1-15-80



FAS A619
STATE PARK
La Butte
Fargo
AURORA AIRPORT
FAS A616
RED BRIDGE
COUNTY
RIVER
To Canby
99E
FAP 26
FAS A611
AURORA Pop.500
CAMPOEG CEM.
FAS A600
Senecal Cr.
GIESY MINERAL SPR.
DONALD Pop. 310
FAS A601
FAP 42
AURORA CEM.
T4S
Yergen
Ryan Creek
FAS A596
NORTH MARION ELEM. & HIGH SCHOOL
9.0
4.6
Hito
PUDDING
NORTH HUBBARD
HUBBARD MINERAL SPR.
Mill Creek
CO.
FAI-5
PROJECT LOCATION
HUBBARD CEM.
FAS A598
HUBBARD Pop. 1,470
HOPEWELL CEM.
WHISKEY HILL BRIDGE
KWRC TOWER
TRUCK SCALES
CO. SHOP
BRONEC RES.
Brandy Cr.
N
SENIOR ESTATES G.C.
2.4
MACLAREN TRAINING SCH
RIVER
Creek
St. LUKES CEM.
KILLIN BRIDGE
214
211
2.5
FAP 75
FAP 74
To Molalla
CLACKAMAS
WOODBURN Pop.10,200
1.2
SERRES RES.
Butte
PACIFIC
MORRIS BRIDGE
T5S
BELLE PASSI CEM.
FAS A576
FAP 26
3.4
6.8
McLOUGHLIN POND
PUDDING
Butte
FAS A595
214
MONITOR

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pacific Highway East @ Grimm Road

HIGHWAY NAME: Pacific Highway East

HIGHWAY NUMBER: 1E

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY:

LENGTH: 0.5

MILEPOST NUMBER: 27.26 TO 27.74

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER H.E.S.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Intersection of Grimm Road with Pacific Highway East and the Wilsonville-Hubbard Highway has a high accident rate due to the merge and cross traffic conditions. This survey is to prepare plans, etc. to modify the intersection to provide a safer condition.

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample ✓
Erikson
Watson
Hager
Dorn
Lau
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg /
Anderson
2 Christensen Do ✓
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig W.

RECEIVED
MAR 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Filing
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978-99E - 5,900 N & 8,400 south

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Intersection revision	To be determined by the survey
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☐	☒
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☐	☒
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) [illegible]	☐	☒	☐
Access Control	☐	☐	☒
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☒	☐	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Studies	☐	☐	☒	Design Review	☒	☐	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	( )	6 mo
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
To be determined by the survey		

7 - TYPICAL SECTION AND LOCATION

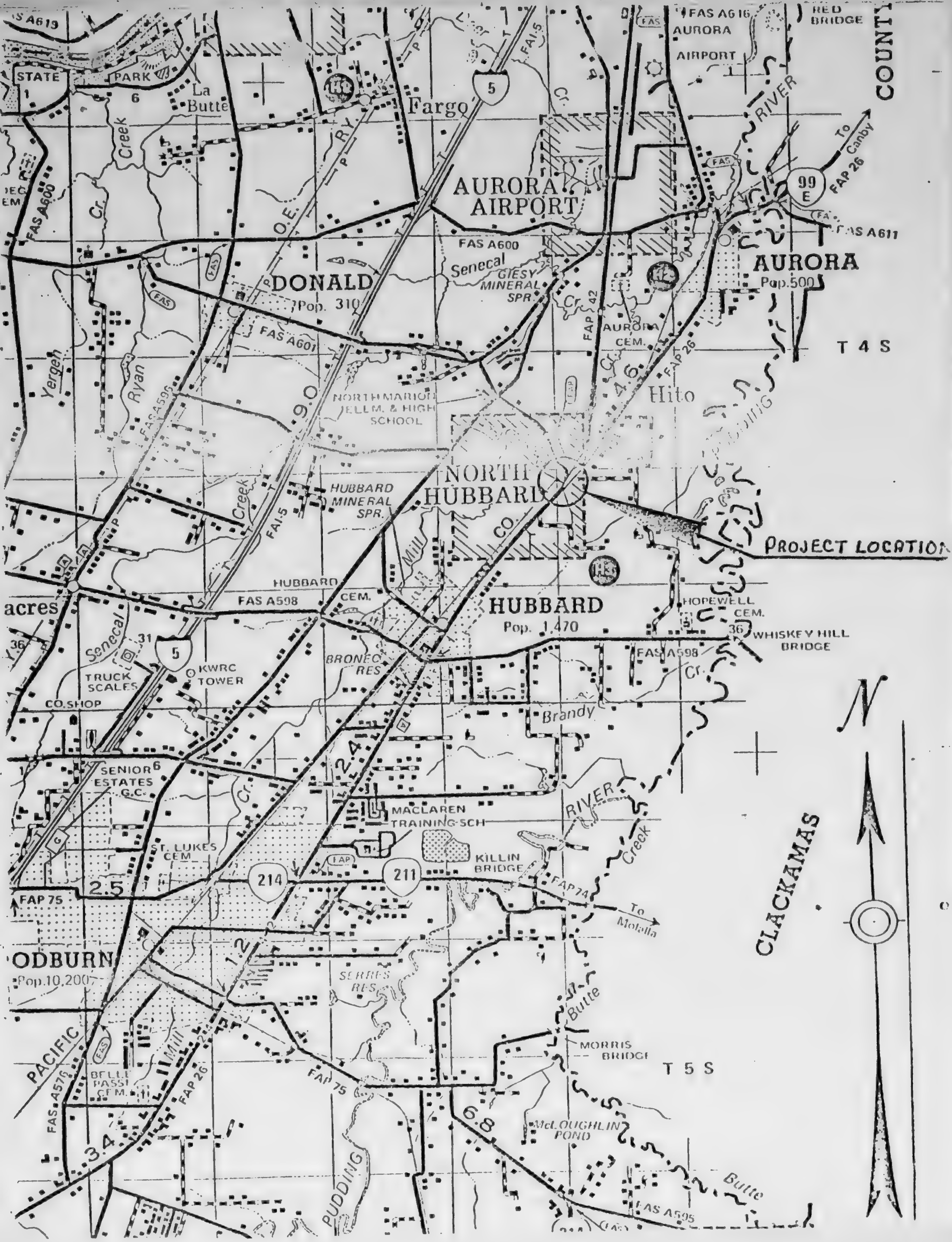
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 10,000	$ 11,800 ?
RIGHT OF WAY	10,000	10,000
TRAFFIC CONTROL		10,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	70,000	70,000
OTHER		
ENGINEERING & CONTINGENCIES 20%	16,000	16,000
PROJECT TOTAL	$ 106,000	$ 117,800

3-14-80

SUBMITTED BY Frank E. Turpin



FAS A619
STATE PARK
La Butte
FAS A616
FAS
AURORA AIRPORT
RED BRIDGE
COUNTY
Fargo
5
Creek
Cr.
RIVER
To Canby
99 E
FAP 26
FAS A611
FAS A600
AURORA AIRPORT
O.E. RY.
FAI 5
DONALD
Pop. 310
Senecal
GIESY MINERAL SPR.
AURORA
Pop. 500
FAS A601
FAP 42
AURORA CEM.
T 4 S
Yergen
Ryan
FAS A596
9.0
4.6
NORTH MARION ELEM. & HIGH SCHOOL
Hito
PUDDING
NORTH HUBBARD
HUBBARD MINERAL SPR.
Mill
CO.
PROJECT LOCATION
HUBBARD CEM.
HUBBARD
Pop. 1,470
HOPEWELL CEM.
WHISKEY HILL BRIDGE
acres
FAS A598
36
31
Senecal
TRUCK SCALES
KWRC TOWER
BRONEC RES.
Brandy
CO. SHOP
N
SENIOR ESTATES G.C.
2.4
MACLAREN TRAINING SCH
RIVER
Creek
ST. LUKES CEM.
KILLIN BRIDGE
CLACKAMAS
FAP
214
211
2.5
FAP 75
FAP 74
To Molalla
ODBURN
Pop. 10,200
1.2
SERRES RES.
Butte
PACIFIC
MORRIS BRIDGE
T 5 S
FAS A576
BELLE PASSI CEM.
FAP 26
FAP 75
6.8
McLOUGHLIN POND
3.4
PUDDING
Butte
FAS A595

U. S. DEPARTMENT OF TRANSPORTATI— - FEDERAL HIGHWAY A. MINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-4-8

FROM: G. L. Green, Division Administrator	PROGRAM NO.	FEDERAL AID PROJECT NO. HES-26(19)
	ITEM NO. 00072	STATE PROJECT NO. See below
		COUNTY NAME Marion
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR
Info | Act | File

3/14/80
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 3-4-80	FEDERAL ROUTE NUMBER Primary 26
		STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:

Pacific Hwy East at Grimm Road Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-19-80 I concur that the subject project is classified as a catagorical exclusion under CEQ guidelines and FHPM 7-7-2. Also I concur that time saving procedures under FHPM 8-2-3 are applicable.

You are now authorized to proceed with the work as shown above at a TEC of $12,000 with Federal participation limited to $10,800.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-4-80	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-818

L

1859

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: January 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Title II, Section 209 A601
Pacific Highway East at Grimm Road (Marion County)

Attached is project data for a proposal to relocate the Grimm Road connection to the Pacific Highway East.

The section of highway, including this intersection, ranks 85 on the Rural Safety Project Priority List submitted to the Federal Highway Administration on October 25, 1978. The proposed project has a favorable benefit/cost ratio. The State Highway Engineer approved the project under delegated authority on January 15, 1980.

Please program the project with the Federal Highway Administration at an estimated cost of $100,000, including $10,000 preliminary engineering. Also, update PMS.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:ds
Attachments

cc: F. E. Terpin
G. A. Potter
C. O. Fredrickson
~~M. C.~~ Holmes - Agreement needed.

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JAN 18 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

1-100.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 24-hold

INTER-OFFICE CORRESPONDENCE
January 7, 1980
Salem, Oregon

Phil Stea

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Pacific Highway East
@ Grimm Road
Marion County

TO: L. E. George
TRAFFIC ENGINEER

Attached are Narrative Report, Collision Diagram, Sketch Map, Cost Estimate, small scale aerial photo, Authority for Survey and Prospectus to support the request for Title II funds to study and correct this dangerous intersection.

Region office recognizes relocation of Grimm Road intersection would reduce the accident rate at this location. However, the merging of the Wilsonville-Hubbard Highway with 99E would remain as would the conflict of southbound 99E traffic turning left across southbound Wilsonville cutoff traffic in order to U-turn and go north on the Wilsonville cutoff. The collision diagram shows several accidents involving this movement. Study is required to resolve this conflict.

Region Office has received considerable comment and requests for improving the intersection in the last year. The requests have come from the cities of Aurora and Hubbard and Marion County Commissioners.

The project has a favorable benefit/cost ratio. Region office recommends approval. Please process the documents through normal channels for consideration.

NOTED
VERNON L. TABERY

POS/rgb

NOTED
L. E. GEORGE

NOTED
DWAYNE HOFSTETTER

RECEIVED
JAN 8 1980
TRAFFIC ENGINEERING

Narrative Report

The intersection of Grim Road with Pacific Highway East in conjunction with the Wilsonville-Hubbard Highway intersection is experiencing a high accident rate. Local government officials and private citizens in the area are concerned about the hazards of these intersections. These concerns were voiced at the recent public hearing on the Preliminary Six Year Highway Improvement Program. A number of requests to include this area in the improvement program was included in the testimony at the hearing.

A review of the collision diagram for the years 1975 through the first four months of 1979 indicated that there were 36 accidents during that period. There were personal injuries in 22 of these accidents. Fortunately there were no fatalities.

It is apparent that a significant number of these accidents are a result of the existing traffic patterns at the intersections. It is believed that relatively minor changes in the traffic patterns would minimize the accident potential in this area.

Marion County has suggested moving the Grim Road intersection to the south, approximately 1,000 feet, as a solution of the part of the problem (see attached sketch). The estimated cost for this plan is $80,000.

It is believed that there are other alternatives that could be considered that would further minimize the accident potential of the intersection complex. For an estimated cost of $100,000, changes in the local traffic pattern could be accomplished that would significantly minimize the apparent hazards. The cost benefit ratio for such a proposal would be very good.

The 1978 traffic tables indicate the A.D.T. on Pacific Highway East was 5,900 vehicles of all types north of the intersection and 8,400 to the south. The Wilsonville-Hubbard Highway had 3,600 at its intersection with Pacific Highway East, and Grim Road had 3,550 in the 1973; the last count taken by Marion County. The Grim Road count should be updated and the impacts on the traffic volumes on this road from a proposed expansion of an industrial plant should also be evaluated.

EYW/mdd

Attch. - Sketch map showing Marion County proposal Collision
Diagram.
Vertical Photograph 1" = 2000'

AUG 31 1979

Morgan, R an & Associate inc.

Rick Kuehn

RECEIVED
SEP 6 1979
MARION COUNTY ENGINEER

August 29, 1979

Russell Nebon, Planning Director
Department of Community Development
Senator Building
220 High Street N.E.
Salem, OR 97301

Dear Russ:

I am pleased to submit the attached proposal on behalf of Elixir Industries to you and the Marion County Board of Commissioners for your use in consideration of Zone Change Case #78-30.

I trust that you will distribute it to all who should receive it. Representatives of Elixir and I are available at any time to discuss this proposal with you or others involved. Please call if you have any questions or comments.

We will appreciate being kept informed of the progress of this proposal. My thanks go to you and the Board for your time and consideration.

Yours truly,

John N. Morgan
President

NOTED
GLEN L. CLARK

cc: Carl Morris, Elixir Industries
Al DeAndrea, Elixir Industries

encl.

RECEIVED
OCT 1 1979
District 3

Urban and Regional Planning • Design • Governmental Processes

280 Court Street NE Salem, Oregon 97301 (503) 399-7621

a subsidiary of MORGAN ENTERPRISES, INC.

PROPOSAL

To the

Marion County Board of Commissioners

Zone Change Case 78-30

Elixir Industries, Inc.

Introduction

Morgan, Ryan & Associates, Inc., on behalf of Elixir Industries, Inc., and at the request of the Marion County Department of Community Development Planning Division, has prepared this proposal for improvements to the intersection of Grimm Road and Highway 99 in northern Marion County. The purpose is to provide additional material on which the Marion County Board of Commissioners can base a decision on Zone Change Case Number 78-30, the petition of Elixir Industries to change the zone of property immediately west and south of their plant on Grimm Road from EFU (Exclusive Farm Use) to IP (Industrial Park).

Prior material has been submitted to the Marion County Hearings Officer through the public hearing process addressing all applicable criteria for this zone change including analysis of the proposed zone change in light of LCDC Goal 3/Agriculture. An exception of this goal is also being requested. The Board of Commissioners has determined that an understanding of necessary improvements to the above mentioned intersection, with a committment on Elixir Industries part for participation in the improvement, is necessary before a decision can be rendered.

Representitives of Morgan, Ryan & Associates, Inc., Marion County Planning and Public Works Departments, and the Oregon State Department of Transportation have met to discuss the situation and reach tentative conclusions as to how it can be remedied. This proposal is a statement of the conclusions reached and a statement of the degree of participation that Elixir Industries is proposing.

Current Situation

The intersection of Grimm Road and Highway 99 has one of the highest traffic accident counts in Marion County. The engineers believe that this is due to the converging of several traffic lanes into one small area with high traffic speeds. Grimm Road intersects Highway 99 at a 90° angle immediately after the major intersection of 99 and the Aurora cutoff. This leads to a high degree of confusion for many drivers. This intersection has been marked for future road improvement for some time, however, funding has not been available.

Two proposals have been suggested by the Oregon State Department of Transportation. The first (Proposal A attached) involves the widening and realignment of the various merging lanes as Highway 99 and the Aurora cutoff

cutoff come together. Grimm Road remains as a 90° intersection with the highway at the point of merge completion.

Proposal B (attached) has Grimm Road's entrance onto Highway 99 moved approximately 750' south of its current location, removing it totally from the lane merging area. This is achieved by the use of a frontage road, parallel to the highway, to a point approximately 600' from its current location. At this point, it curves west and then east to meet the highway at a 90° intersection. This realignment will remove the intersection from the merge area and should substantially reduce the traffic accident rate and overall confusion in this area.

This improvement will require obtaining approximately 1 acre of additional right-of-way from property on the western side of the highway. The area proposed to be utilized is currently vacant.

The county and state officials participating in this process agreed that Alternative B was preferable in providing the best possible relocation of Grimm Road. The cost for Proposal B was estimated at $100,000.00.

Elixir's Future Traffic

A survey of the employees of Elixir Industries indicates that, at this time, approximately 65 individuals use the Highway 99/Grimm Road intersection on a daily basis. There are also approximately 10 truck trips per day. Elixir officials indicate that the proposed plant expansion will result in a 100 - 140% increase in employment. Assuming that the traffic patterns and ratios of the employees will remain constant, this means that upon completion of the Elixir plant expansion, the employees using the subject intersection will number 130 - 156. There would be approximately 10 additional trucks using the intersection. This represents an increase of 75 - 101 additional vehicle trips per day.

The Marion County Department of Public Works reports that the traffic count on Grimm Road in front of the Elixir plant currently is 1000 ADT. They project an increase to 1200 ADT in two years. With 75 vehicle trips per day attributable to employee and truck traffic, Elixir Industries represents 7.5% of the traffic on Grimm Road. In the future, Elixir traffic, if the zone change is granted, will be 150 - 176 vehicle trips per day or 12.5% - 14.7% of the traffic on Grimm Road.

If the Elixir zone change is approved and the development completed and operating in the next two years, the Elixir plant will contribute 37.5% - 50.5% projected ADT of the increase to the 1200 level.

Proposal

It is assumed that Elixir Industries should pay to the County a sum of money for the purpose of assisting in the improvement of Grimm Road and Highway 99 insection proportionate to the plant's inpact on this intersection. Elixir has acknowledged this by its prior offer of $20,000.00 for this purpose. It was indicated above that in the future Elixir Industries should be responsible for 12.5% - 14.7% of the total traffic utilizing this intersection. Elixir would also be responsible for 37.5% - 50.5% of the increase of 200 vehicle trips per day between 1979 and 1981. It is reasonable for Elixir to pay a sum equal to its percentage of utilization of the intersection if not somewhat higher to represent its contribution to the traffic flow increase.

Elixir Industries proposes to donate $25,000.00, equal to 25% of the cost of the proposed project, to Marion County and the State of Oregon for the purpose of improvement of the Highway 99/Grimm Road intersection. This amount, while substantially higher than the percentage of traffic contributed by Elixir is an effort by the company to assist the County at a time and a location where the need is great. Elixir's contribution to the increase in traffic flow as well as its overall share of total traffic flow can be easily represented by this 25% figure. This amount allows ample room for the projected cost of the project to fluxuate while still having Elixir's donation above the projected percentage.

Timing

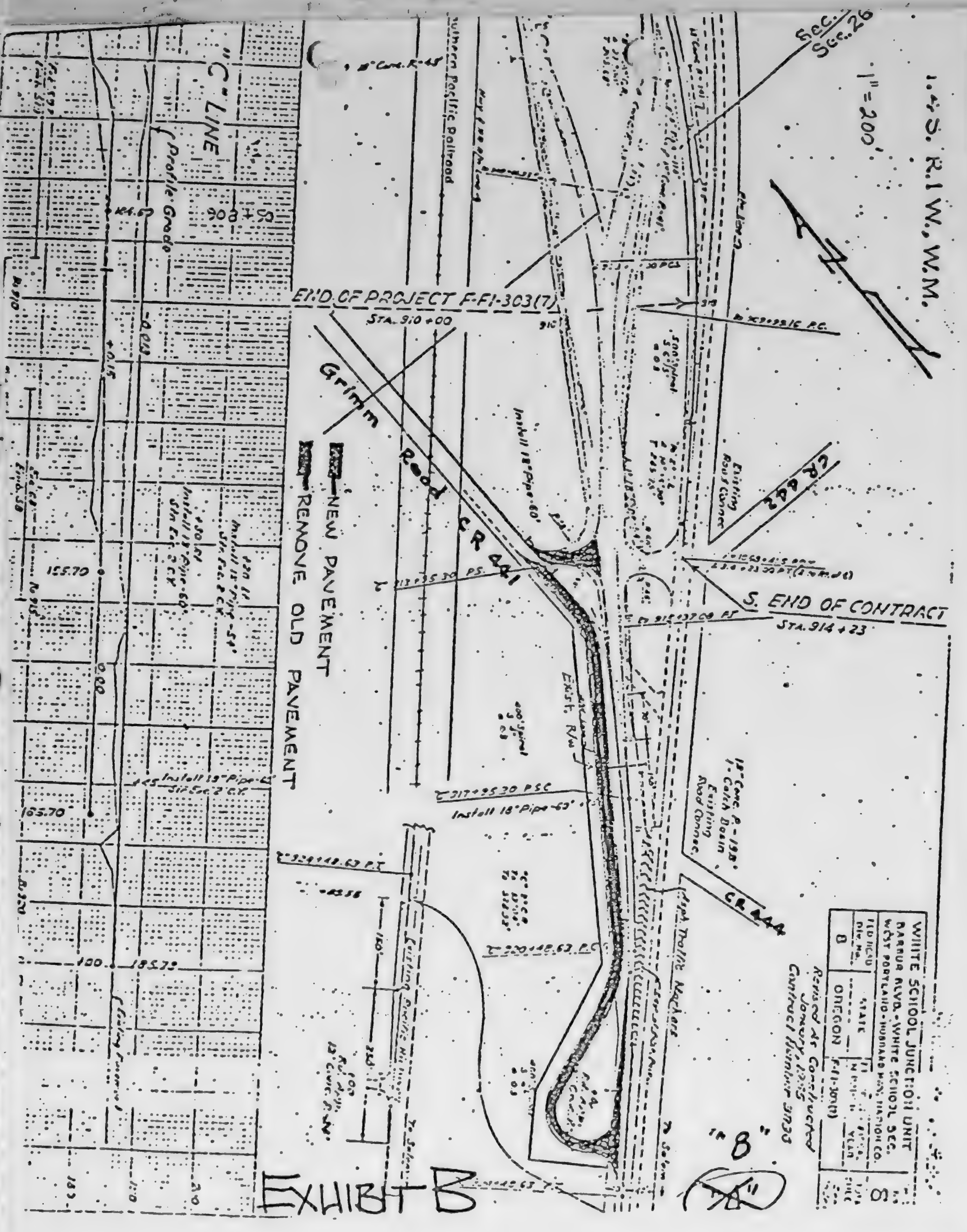
It has been brought out by the public officials involved that, even though Elixir Industries might be able to contribute money in the immediate future to the proposed project, the various public agencies involved may not be able to produce funds to implement the project in the immediate future. Therefore, a reasonable approach must be taken to the timing of the zone change and plant expansion.

Elixir Industries indicates that it will take approximately 12 to 24 months to complete the plant expansion and bring it up to full operation and employment. It is not known how soon an improvement project can be funded and authorized by the Oregon State Transportation Commission. It is hoped that the Marion County Board of Commissioners will allow Elixir Industries to proceed, with their $25,000.00 contribution to the improvement program as a jesture of good faith, without the immediate authorization of the highway improvement project. Not doing so will leave Elixir at the whims of the government budgetary process and will place in jeopardy its ability to satisfy a substatial public need as was extensively documented in the earlier zone change testimony. Elixir Industries should be able to proceed following approval of the zone change with the plant expansion and operation after it has contributed its proposed amount to the project. The County and the State should proceed with all due speed to obtain approval and funding for the project. A target for completion of the improvement should be within 5 years of the commencement of the Elixir expansion.

Summary of Proposal

Elixir Industries has submitted extensive documentation and justification for its proposed zone change for expansion of the plant near the intersection of

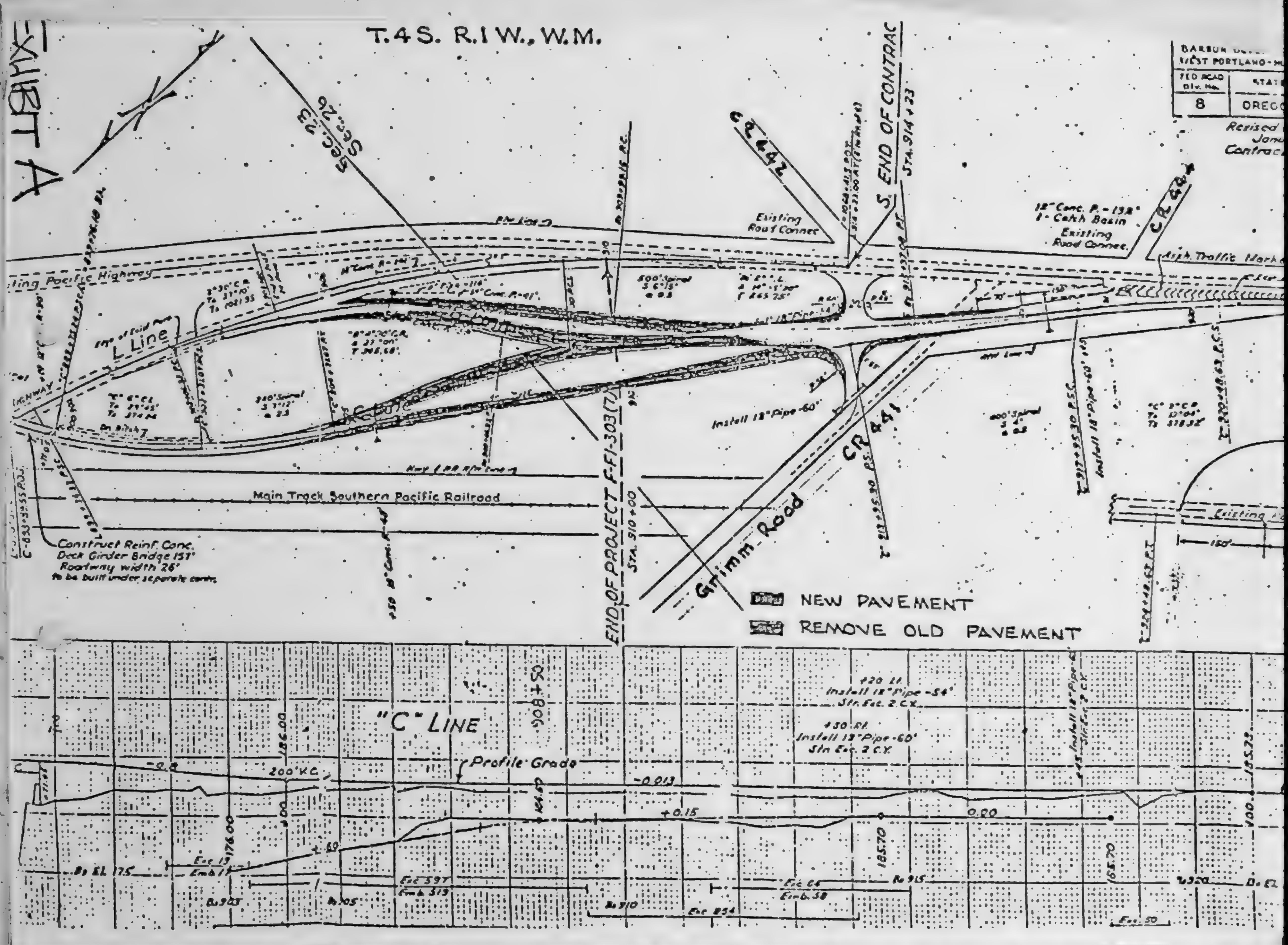
Grimm Road and Highway 99 in Marion County, Oregon. The Marion County Board of Commissioners has determined that this zone change may be appropriate if certain traffic problems with the Highway 99/Grimm Road intersection can be rectified. Elixir Industries previously proposed to contribute $20,000.00 toward the improvement of this intersection. A joint committee of members of the Marion County Planning and Public Works staff, the Oregon State Department of Transportation and Morgan, Ryan & Associates representing Elixir Industries has determined that alternative B (attached) represents the best possible improvement for the Grimm Road/Highway 99 intersection. This improvement represents a cost of approximately $100,000.00. Elixir Industries will be responsible for 12.5% - 14.7% of the future traffic using this intersection if the zone change is approved. Elixir proposes to donate $25,000.00, representing 25% of the total cost, to the construction of this proposed improvement. Elixir Industries should be able to proceed with its plant development and operation even though the various public agencies may not be able to immediately fund the proposed project.

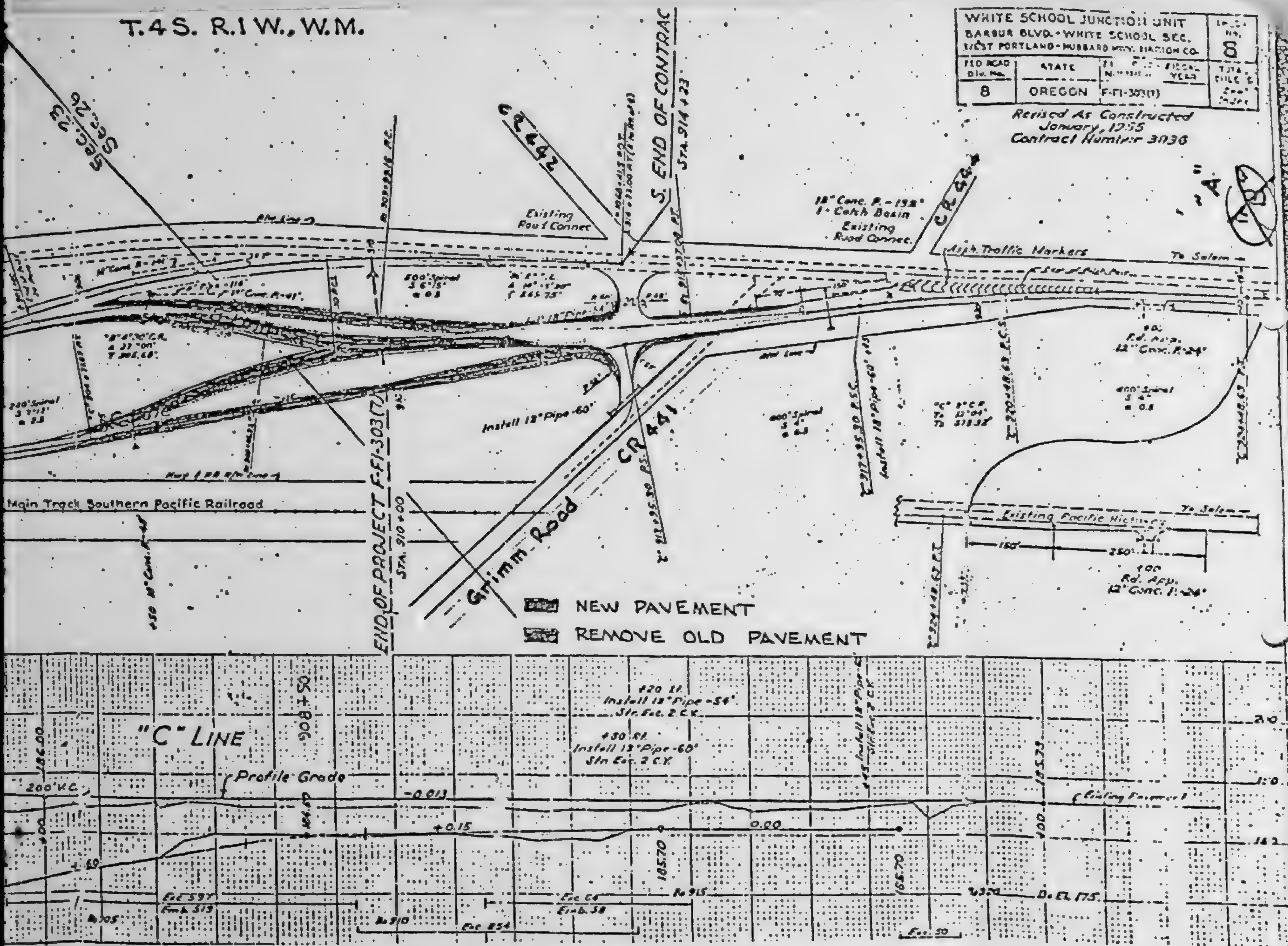


"C" LINE
Profile Grade
Southern Pacific Railroad
END OF PROJECT F-FI-303(7)
STA. 910+00
Grimm Road CR 441
NEW PAVEMENT
REMOVE OLD PAVEMENT
Install 18" Pipe-60'
Install 18" Pipe-63'
Exist. R/W
S. END OF CONTRACT
STA. 914+23
CR 442
CR 444
Existing Road Connec.
Existing Pacific Highway
To Salem
Sec. 26
T. 4 S. R. 1 W., W.M.
1" = 200'
155.70
165.70
185.73
"B"
WHITE SCHOOL JUNCTION UNIT
NARROW ALVD.-WHITE SCHOOL SEC.
WEST PORTLAND-HUBBARD HWY. MARION CO.
STATE
OREGON
F-FI-303(7)
B
Revised As Constructed January, 1955
Contract Number 3?38

EXHIBIT B

EXHIBIT A

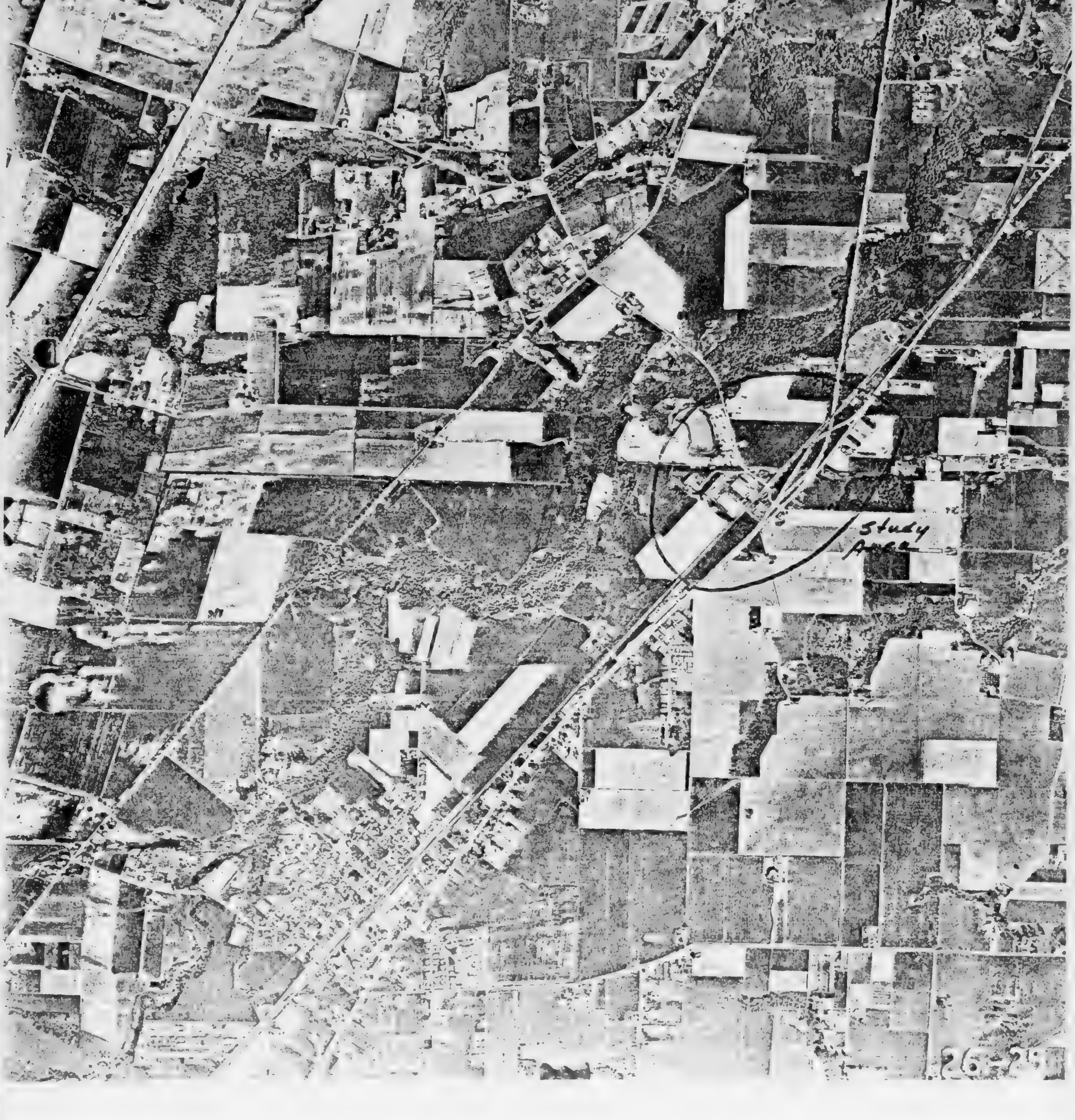

T.4S. R.1W., W.M.
Sec. 23
Sec. 26
CR 442
S. END OF CONTRAC
STA. 914 + 23
Existing Road Connec.
18" Conc. P. - 132'
1 - Catch Basin
Existing Road Connec.
CR 624
Asph. Traffic Marke
Existing Pacific Highway
L Line
HIGHWAY
Main Track Southern Pacific Railroad
Construct Reinf. Conc. Deck Girder Bridge 151'
Roadway width 26'
to be built under separate contr.
C-893+39.55 P.O.S.
END OF PROJECT F-FI-303(7)
STA. 910 + 00
Install 18" Pipe - 60'
CR 441
Grimm Road
Existing
150'
NEW PAVEMENT
REMOVE OLD PAVEMENT
BARBUR
WEST PORTLAND-
FED ROAD DIV. No.
STATE
8
OREGO
Revised
Jan
Contrac
"C" LINE
908+50
Profile Grade
200' V.C.
186.00
176.00
-0.8
-0.013
+0.15
0.00
185.70
185.73
+20 Lt.
Install 18" Pipe - 54'
Str. Exc. 2 C.Y.
+30 Rt.
Install 18" Pipe - 60'
Str. Exc. 2 C.Y.
Bo. El. 175
Exc. 13
Emb. 17
Exc. 597
Emb. 315
Exc. 65
Emb. 58
Exc. 854
Exc. 50
Bo. El.



WHITE SCHOOL JUNCTION UNIT
BARBUR BLVD.-WHITE SCHOOL SEC.
WEST PORTLAND-HUBBARD HWY. MARION CO.

FED ROAD DIV. NO.	STATE		FISCAL YEAR	SHEET NO.
8	OREGON	F-FI-303(7)		8

Revised As Constructed
January, 1955
Contract Number 3030


MR-76 9
Study Area
26-29

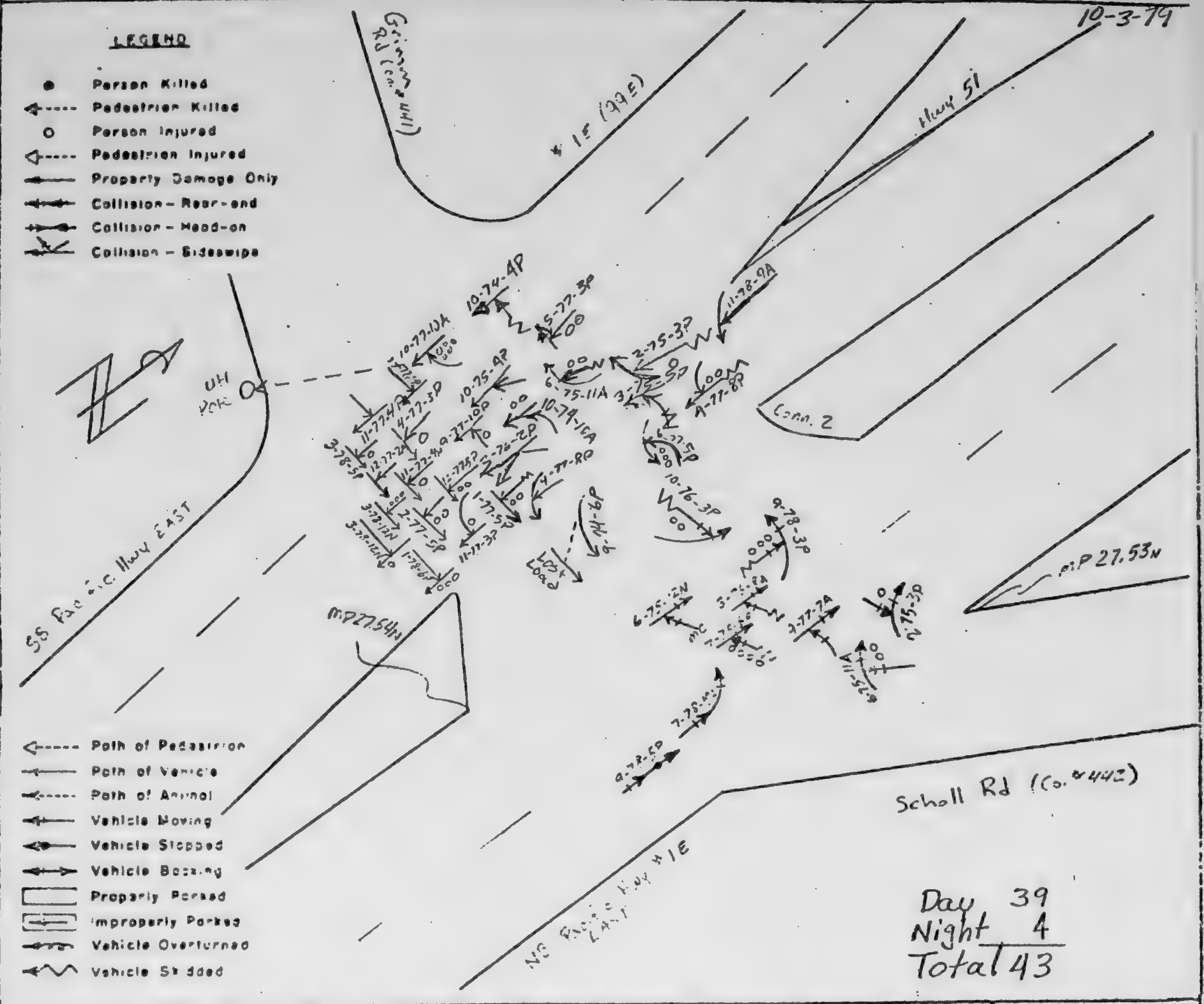
85¼
PI

B/C
6.21

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

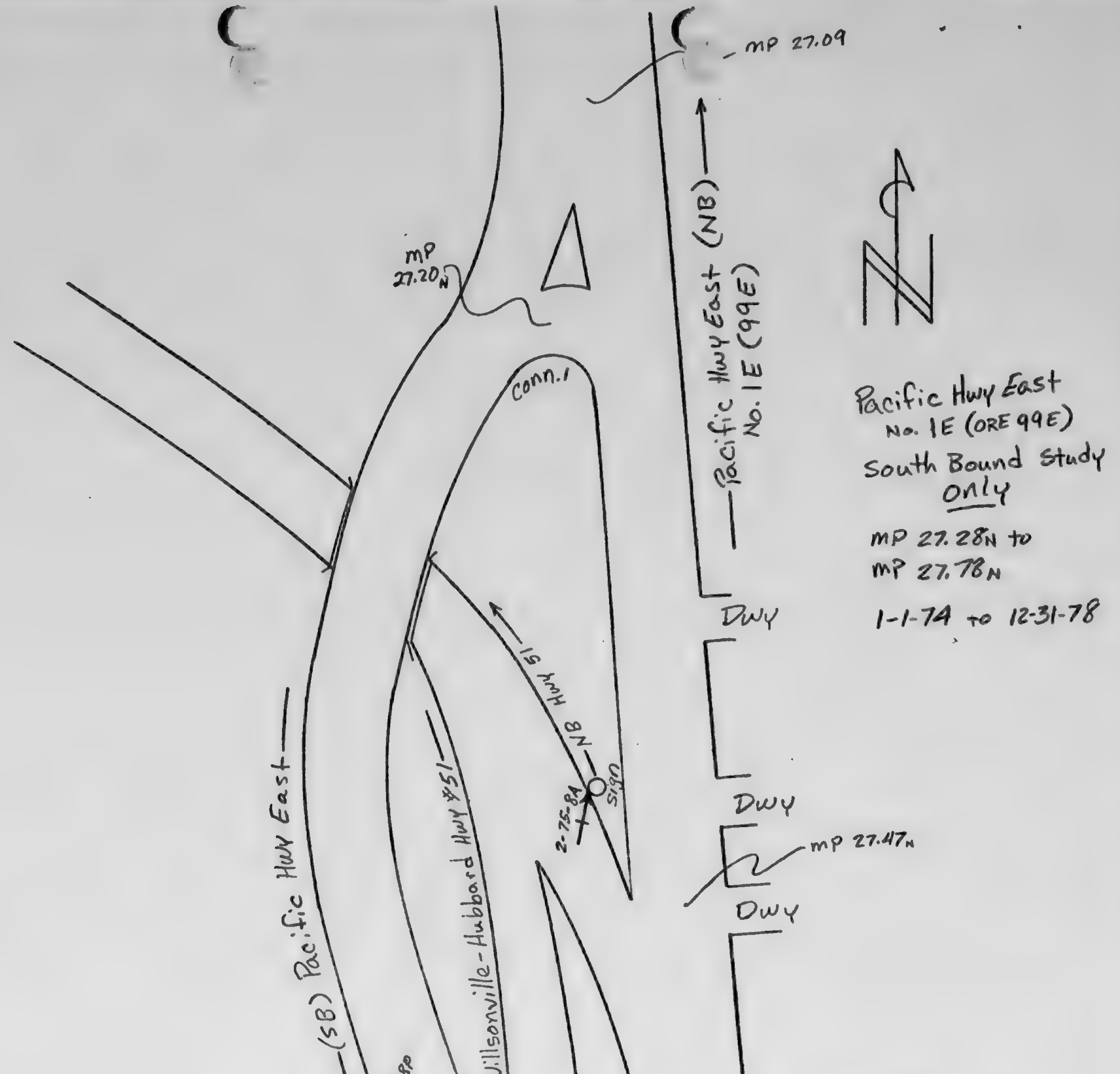
City N/o Hubbard County Marion
Intersection of Pacific H - East and Hwy 51 & Grimm Rd
Highway Number 1E (ORE 99E) MP 27.53-27.54
Period Covered 1-1-74 to 12-31-78
Compiled by GJ Drawn by ______ Date 9-27-79
10-3-79



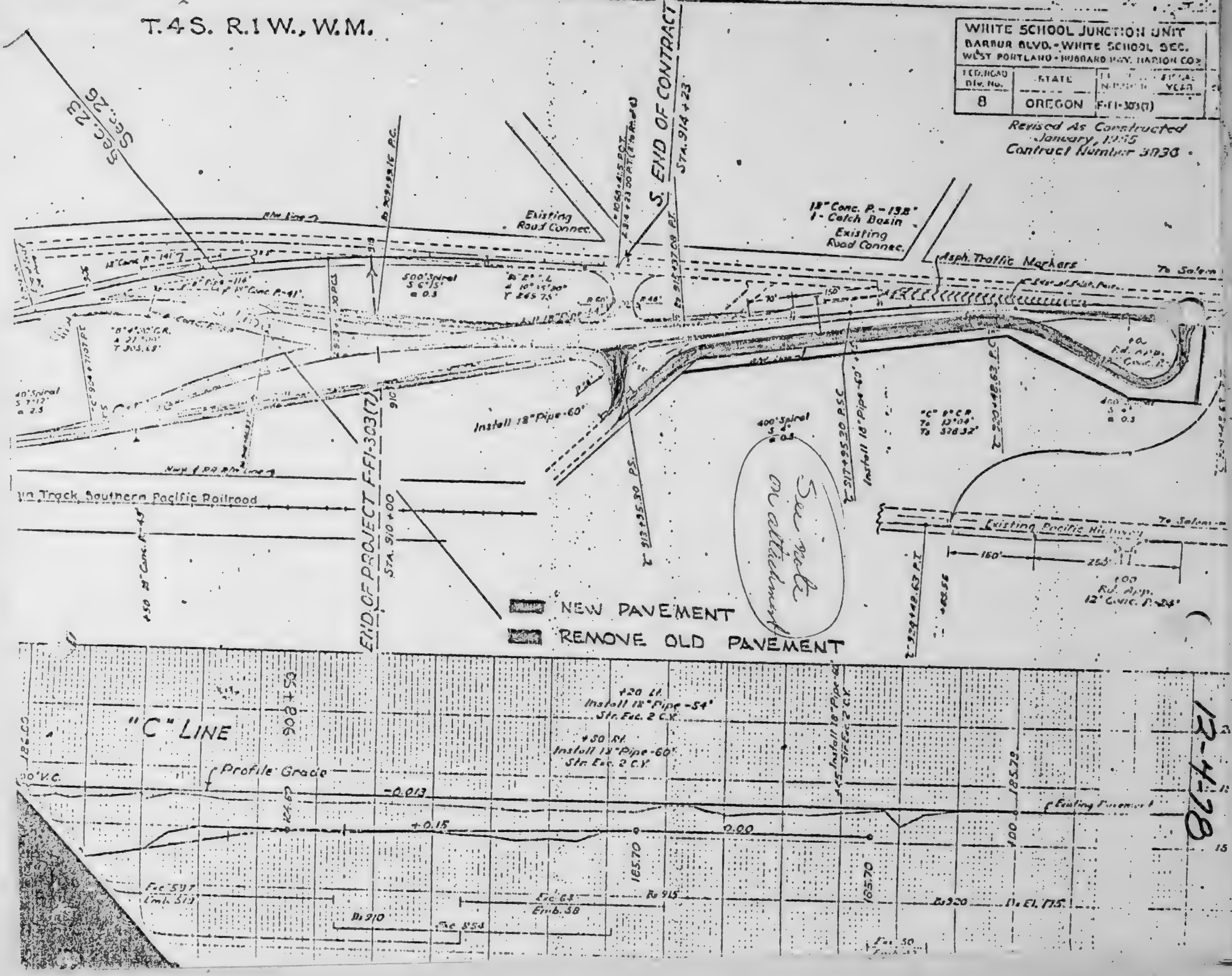
Day 39
Night 4
Total 43

Collision Type	1974 & 1975				1976				1977				1978				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	2	4			1	1		7	2	9		4	1	5		13	6	19
Head-on																				
Rear-end														1	2	3		1	2	3
Sideswipe							1	1											1	1
Turning Movement		6	2	8		2		2		4	2	6		1	1	2		13	5	18
Parking																				
Non-collision																				
Fixed Object			1	1						1		1						1	1	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		8	5	13		2	2	4		12	4	16		6	4	10		28	15	43

Form E-261-6-70



Pacific Hwy East
No. 1E (ORE 99E)
South Bound Study
Only
mp 27.28N to
mp 27.78N
1-1-74 to 12-31-78



WHITE SCHOOL JUNCTION UNIT BARBUR BLVD. - WHITE SCHOOL SEC. WEST PORTLAND - HUBBARD HWY. MARION CO.			
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-FI-303(7)	

Revised As Constructed
January, 1935
Contract Number 3830

12-4-78

See note on attachment

To relocate Grimm Rd

12-4-78

WHITE SCHOOL INTERCHANGE

F.T.L. 3-9 73

Adjust P.G.E. Poles		
Move Lamp Poles	3 only @ $635 ea.	1950 ~~1,600~~
Pavement Removal	280 sq. yds. @ 3.00 2.00	560 ~~840~~
Grading	lump sum ?	3,000 ~~1,000~~
Extend Culvert 18" & new 60 lin. ft.	@ 13.50 4.00	810 ~~240~~
Rock in base	1500 C.Y. @ 12.75 4.00	19 125 ~~6,000~~
Asphalt Conc. Pav't.	850 Ton @ 23.50 11.00	19,975 ~~9,350~~
Sight Posts	23 @ 20	460 ~~200~~
Signing & Striping	Lump Sum	3,600 ~~1,100~~
Double face Guard Rail	700 lin. ft. @ 13.00 7.00	9 100 ~~4,900~~
		~~$24,230~~ 58,580
Engrg & Cont. 20%		~~2,770~~ 11,716
		~~$27,000~~ 70,296
R/W Cost (1.0 Acre) approx 10,000/ac.		10 ~~1,500~~
		~~$28,500~~ 80,296

Phoned Lola Killes, Marion Co. 588-5036 (12-4-78) and told her that the estimated cost of realigning Grimm Rd. would be at least $80,000

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 1/2/80
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Grim Road at Pacific Highway East and Wilsonville-Hubbard Hwy

HIGHWAY NAME Pacific Highway East	HIGHWAY NUMBER 1E & I-5

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY -

LENGTH 0.5	MILEPOST NUMBER 27.26 TO 27.74	☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO	IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Intersection of Grim Road with Pacific Highway East and the Wilsonville-Hubbard Highway. Existing intersection has a high accident rate due to the merge and cross traffic conditions at the intersection. This survey is to prepare plans, etc. to modify the intersection to provide a safer intersection condition..

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978-99E - 5900 N.& 8,400 South	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☒ HEAVY

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Intersection revision	To be determined by the survey
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☐	☒	Access Control	☐	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☐	☐
Illumination	☐	☐	☒	Separated	☐	☐	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☐	☐
Stage Construction	☐	☐	☒	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☐
Drainage	☐	☐	☒	Drainage District	☐	☐	☐
River ______________	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream ______________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☐	☒	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☒	☐	Building	☐	☐	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☐	☐	Economic Analysis	☒	☐	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	
RIGHT OF WAY	10,000	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	70,000	
OTHER ________		
ENGINEERING & CONTINGENCIES 20%	16,000	
PROJECT TOTAL	106,000	

SUBMITTED BY ____________________

L. A. Weber

9460.

Form 1-734-3030

(PHG0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Pacific Hwy E @ Grimm Rd ~~Grim Road Int.-Pacific Hwy E & Wilsonville-Hubbard Hwy~~

Date: 1/2/, 1980

Highway: Pacific East & Wilsonville-Hubbard #1

Authorization No.: 1

County: Marion #24

Survey Prefix: 24-1973 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is approximate mile point 27.50 on Pacific Hwy East. The southerly terminus is approximate M.P. 27.75. The length is 0.25 miles. The central point is the intersection of Grim Road with Pacific Highway East.

Typical section - to be determined during the survey

Purpose of survey: Prepare plans, specifications and cost estimate to revise the intersection to provide a safer facility.

HES-26(19)
3-4-80

Estimate of cost:

Resident Engineer	(901)	$3,500	Final Design	(905)	2,800
Soils & Geology	(910)	2,500	Recon & Hydrology	(918)	200
Traffic	(911)	350	Proj. Management	(920)	100
Utility Liaison	(914)	750	Specifications	(921)	1,000
Enviornmental	(923)	300	Adm. Serv. (Eng.)	(922)	100
Training	(950)	200			

Fund:
PG HES
Const HES

[illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
[illegible] 24 1980
LOCATION SECTION

Total estimated cost of survey $ 11,800

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by: [illegible]
Field Engineer

Recommended for Approval: Frank E. [illegible]
Location Engineer

Recommended for Approval: [illegible]
Regional Engineer

Approved: [illegible]
Assistant State Highway Engineer

SP*19760-734

STATE OF OREGON **INTEROFFICE MEMO**

Transportation
DEPT.

378-3422
TELEPHONE

TO: L. W. Rulien
Executive Assistant

DATE: July 26, 1979

FROM: Von Hemmert for William L. Cranford
Urban Studies Supervisor

SUBJECT: June 13, 1979 Letter from John Anderson
Marion County Director of Public Works

Elixir Industries is located close to the intersection of Grimm Road and Highway 99 near the North Hubbard Interchange. The attached maps show the location of the interchange.

Elixir Industries wants to expand their operation and needs a zone change from Marion County to do so. The intersection of Grimm Road and Highway 99 has a high accident record. The county refused the zone change pending a study of how the intersection could be improved to accommodate the increased traffic without increased accidents.

Rick Kuehn, District Engineer, recently met with officials from Elixir Industries and Marion County and discussed the situation. Elixir Industries will come back with a proposal of how to improve the intersection and a suggestion as to how the costs of construction should be divided between Elixir Industries, Marion County and the state.

It appears that nothing needs to be done at this time until the proposal is forthcoming from Elixir Industries. The letter from John Anderson was merely to keep Fred Klaboe informed as to what was going on.

WLC:ap
Attachment
cc: Rick Kuehn

Klaboe -
info you requested
to John
[illegible]
R

RECEIVED
STATE HWY ENGR
JUL 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	A-1	File

81-125-1387

MARION COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
Senator Building, 220 High St. N.E.
SALEM, OREGON 97301
PHONE (503) 588-5038

Land Use Planning
588-5038
Zoning & Subdivision
Administration
588-5038
Solid Waste Management
588-5056
Community & Economic
Development
588-5326
Block Grant Administration
588-5326

June 7, 1979

RECEIVED
JUN 11 1979
MARION COUNTY ENGINEER

John Morgan
Morgan, Ryan & Associates
280 Court Street NE
Salem, Oregon 97301

Dear Mr. Morgan:

The County Comprehensive Plan adopted on April 11, 1979 shows the area of the proposed expansion of Elixir Industries as Primary Agriculture. The justification for an exception to the Agricultural Goal submitted by your firm was considered. However, there is concern over the traffic problem at the Grimm Road-Highway 99 intersection. Until there is some prospect that this problem can be resolved the Board of Commissioners is unwilling to schedule a public hearing on the appeal of the Hearings Officer's decision.

If a solution to the traffic problem can be found and if the Board of Commissioners, after a hearing, proceeds to change the zoning, the Comprehensive Plan map would be changed to designate the Elixir expansion area as Industrial.

If your clients are interested in discussing the traffic problem and their role in bringing about a solution, let us know and we will attempt to schedule a meeting with all affected parties.

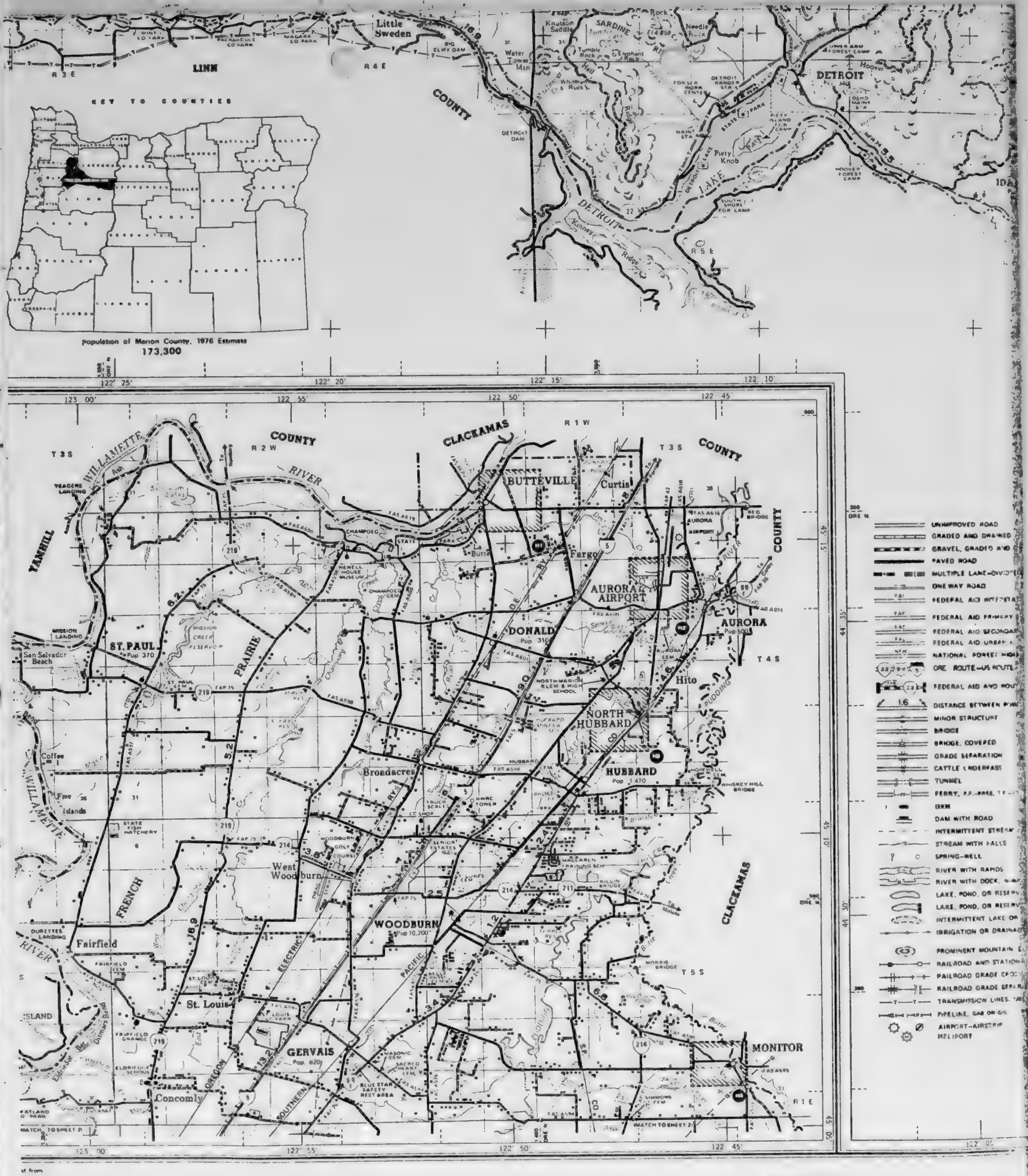
Sincerely,

Russell Nebon

Russell Nebon, Planning Director
Department of Community Development

RN/lc

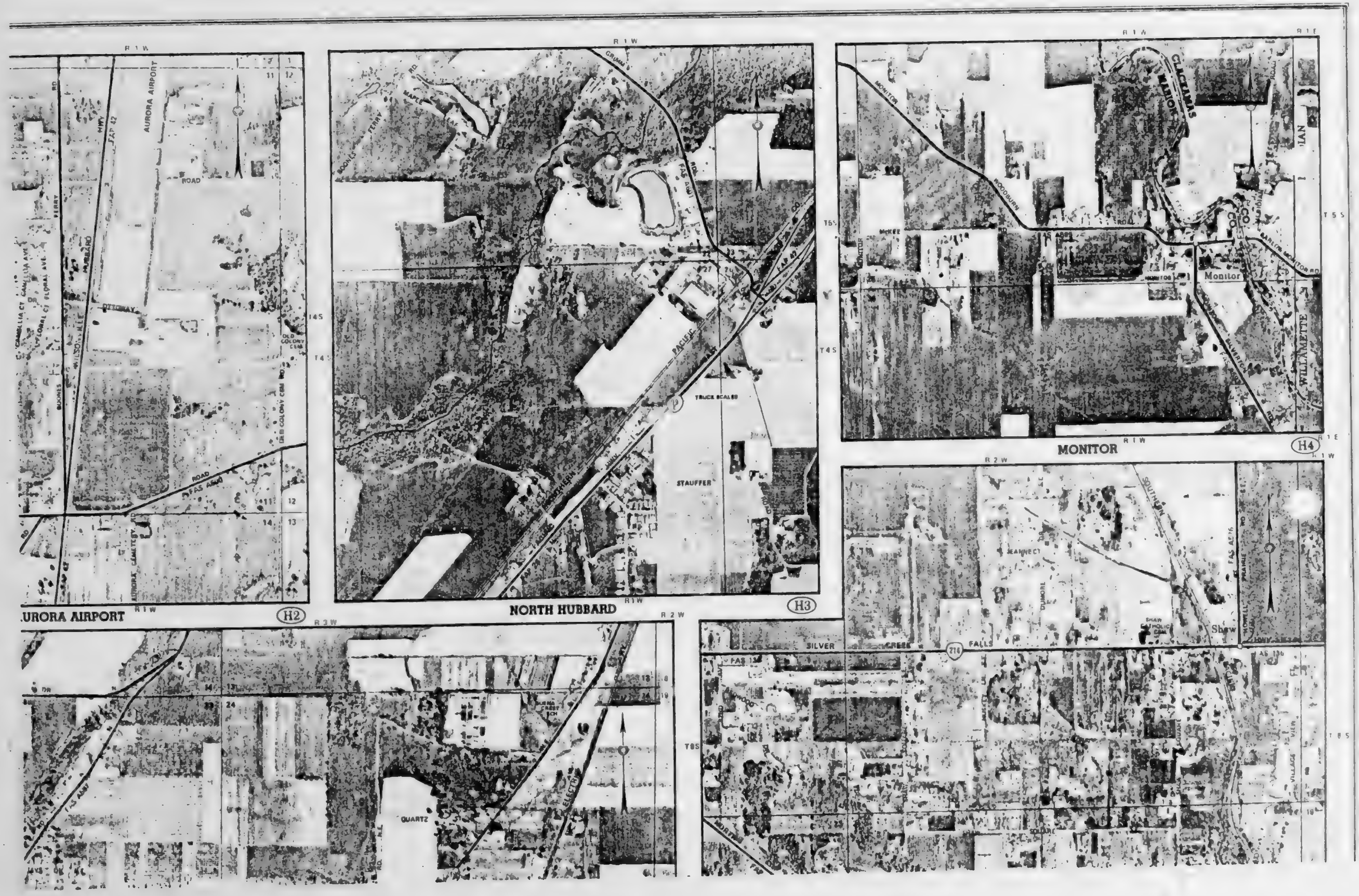
cc: Department of Public Works
President, Elixir Industies



st from
, 97310

NOTED
WM. L CRANFORD

NOTED
WM. L CRANFORD



1982 Shaniko Rock Prod. on Shaniko-Fossil Hwy. approx. 4.7 mi. SE of Shaniko. 9461

9461

P

November 12, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Avenue South C-3000
Federal Way, WA 98003

CON 5
#9461

Gentlemen or Ladies:

Contract No. 9461 awarded to E. H. Itschner Co. for the Shaniko Rock Production Project on the Shaniko-Fossil Highway in Wasco County was completed on August 16, 1982 and accepted by the State Highway Division on November 9, 1982.

Final payment in the amount of $2,500 will be released to the contractor after November 17, 1982. The total contract amount is $98,493.72 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9461
Sec. 291

SHANIKO ROCK PRODUCTION
PROJECT MANAGERS NARRATIV

This project was a rock production operation that produced 3/8-#10 material that was stockpiled at the old maintenance station @ M.P. 56.6 (10,129.39 cu. yds.)and stockpiled at site near the crusher M.P. 4.4 (4,354.98 cu. yds.). The contractor began drilling the quarry June 7, 1982 and commenced crushing on June 30, 1982. The contractor routed all materials reguardless of size through the impact crusher eliminating elongated pieces that are hazardous to tires. A mechinical sampling device was used to obtain the samples. This operation ran very smooth and only one sample was out of specification during the entire operation. The contractor was very knowledgable of rock production operations and was very accomadating throughout this project. As per specifications of scalping see memo to the file.

A few local citizens were concerned about the use of this quarry due to the excess amount of flat tires caused from material produced at this quarry on previous projects.

RECEIVED

STATEMENT OF OVERRUNS AND UNDERRUNS

Sec. 291

PROJECT: SHANIKO ROCK PRODUCTION
CONTRACT NO: 9461
HIGHWAY: FOSSIL - SHANIKO
PREFIX NO: 33-8324
COUNTY: WASCO
F.A. NO. STATE

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	
		BID ITEMS	$95,200	$98,493.72	+3%
		ANTICIPATED ITEMS	0	0	
		CONTINGENCIES	$4,284	0	
		ENGINEERING	$9,520	$4,000.00	42%
		TOTAL	$109,004	$102,493.72	-6%
1	3/8-#10 Material in stockpile	Cu. Yd.	$95,200.00	$98,493.72	+ 3%

RECEIVED
1982

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Shaniko Rock Production	WEEK ENDING August 21, 1982
		SECTION PREFIX 33-8324
	HIGHWAY Shaniko - Fossil	COUNTY Wasco
NAME OF JOB Shaniko Rock Production	KIND OF WORK Rock Production	
CONTRACTOR E.H. Itschner Co.	CONTRACT NUMBER 9461	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 20, 1982	DATE WORK STARTED June 7, 1982	ESTIMATED COMPLETION DATE September 30, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 109,004.00	SPECIFIED COMPLETION DATE September 30, 1982	PERCENT OF TIME ELAPSED 62
EXCLUSIVE OF ENGINEERING: $ 99,484.00	ENGINEERING AUTHORIZATION $ 9,520.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 99,484.00	ENGINEERING COST TO DATE $ 4,000.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 42 %	DATE PROJECT WAS COMPLETED: July 30, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			14,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,484		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
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FOE
OCS
SCS ✓
FEO
AUG 23 1982
CONSTRUCTION SECTION
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week - Submit Semi-Final to Region

SIGNED W.W. Robertson Tom Eiguren LOCATION Bend
W.W.Robertson, by Tom Eiguren

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1982 Wash. Co. Fire Pre-empt. 9462
Proj. No. 1 on T. V. & Scholls
Hwys. (Traffic Sig. Install.)

CHA 7171 10-6-81

9462 D

April 20, 1983

CON 5

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Gentlemen:

Contract No. 9462 awarded to Hertz Electric, Inc. for work on the Washington County Fire Pre-emption Project No. 1 of the Tualatin Valley and Scholls Highways was completed on April 1, 1983, and accepted by the State Highway Division on April 12, 1983.

Final payment in the amount of $1,857.75 will be released to the contractor after April 25, 1983. The total contract amount is $35,438.16 including $3,936.91 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Hertz Electric, Inc.
1721 Fescue Street, S.E.
Albany, OR 97321

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9462

29

[illegible]

PROJECT MANAGER'S NARRATIVE REPORT

PROJECT: WASHINGTON COUNTY FIRE PRE-EMPTION PROJECT NO. 1 CONTRACT NO.: 9462

HIGHWAYS: TUALATIN VALLEY HWY., SCHOLLS HWY. PREFIX NO.: 134-827

COUNTY: WASHINGTON F. A. NO.: STATE

THIS PROJECT CALLED FOR THE INSTALLATION OF FIRE PRE-EMPTION DETECTORS AND NEW, TWO-PHASE, SOLID STATE, PRE-TIMED POLE MOUNTED CONTROLLERS AT TWO INTERSECTIONS IN WASHINGTON COUNTY.

THERE WAS NOTHING COMPLICATED ABOUT THIS TYPE OF PROJECT AS THE ACTUAL FIELD WORK TOOK BUT A FEW DAYS TO COMPLETE.

SINCE THIS WAS A STATE PROJECT, THE REGION ELECTRICAL CREW SHOULD HAVE BEEN CONSIDERED FOR THE WORK INSTEAD OF ASKING FOR BIDS. IF YOU WERE TO ELIMINATE THE ADVERTISING AND PRINTING COSTS, ENGINEERING, SURCHARGES, PROFITS, ETC., YOU WOULD WIND UP WITH CONSIDERABLE SAVINGS WITHOUT SACRIFICING ANY QUALITY.

1 Versteeg ✓
Anderson
2 Adams
Olson
CM Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Washington County Fire Pre-emption Project No. 1 CONTRACT NO.: 9462

HIGHWAY: Tualatin Valley and Scholls PREFIX NO.: 134-8274

COUNTY : Washington F. A. NO.: State

ITEM No.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+or-%
	Bid Items	$	30,835.50	31,689.50	+3
	Anticipated Items	$	3,750.00	3,325.00	-11
	Contingencies	$	1,556.35	2,919.79	+88
	Engineering	$	3,458.55	4,000.00	+16
		TOTAL	39,600.40	41,934.29	+06

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Individual Overruns and Underruns

Bid Item No. 3 Flagmen. $ 264.00 1,100.00 +317

The contract bid item allowed only 12 hours flagging for two intersections. In order to handle the volumes of traffic, turning movements and assure safety for the contractor's work force, it was felt that 2 flaggers were necessary. Also added flagging hours for Extra Work Order No. 2 were needed.

Contingencies $ 1,556.35 2,919.79 +88

An extra work order was okayed to update the existing messenger spans at the intersection of Tualatin Valley Highway and S.W. 87th Avenue.

Engineering $ 3,458.55 4,000.00 +16

As with all small signal projects, the percentage allotment for engineering is not sufficiently large enough to accomodate the ever increasing costs involved. An increase in percentage of the original project authorization would help to alleviate this problem.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WASHINGTON CO. FIRE PRE-EMPTION PROJECT NO. 1	WEEK ENDING: SEPTEMBER 25, 1982	SECTION PREFIX: 134-8274
HIGHWAY: TUALATIN VALLEY & SCHOLLS	COUNTY: WASHINGTON	
NAME OF JOB: WASH. CO. FIRE PRE-EMPTION PROJ. NO. 1	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: HERTZ ELECTRIC, INC.	CONTRACT NUMBER: 9462	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: MAY 12, 1982	DATE WORK STARTED: AUGUST 30, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 120	WORK DAYS USED: CALENDAR DAYS USED: 115
PROJECT AUTHORIZATION: $ 39,600.40	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 96 ~~100~~
EXCLUSIVE OF ENGINEERING: $ 36,141.85	ENGINEERING AUTHORIZATION: $ 3,458.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,359.29	ENGINEERING COST TO DATE: $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~XXXXXXX~~ 6.14 %	PERCENT OF AUTHORIZATION: 116 %	DATE PROJECT WAS COMPLETED: SEPTEMBER 16, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNAL INSTALLATION							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	SHOWERS	0	0	
MONDAY 20	SHOWERS	0	0	
TUESDAY 21	CLOUDY, FAIR	0	0	
WEDNESDAY 22	SUNNY, COOL	0	0	
THURSDAY 23	SUNNY, COOL	0	0	
FRIDAY 24	CLOUDY, COOL	0	0	
SATURDAY 25		0	0	

CE K RECEIVED OM
CAE CA
FOE Doz LS
QCS SEP 29 1982 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	NO ACTIVITY ALL WEEK.
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	
THURSDAY 23	
FRIDAY 24	
SATURDAY 25	

REMARKS

STATUS TO DATE: PROJECT WAS COMPLETED ON THURSDAY, SEPTEMBER 16, 1982.

SEMI-FINAL ESTIMATE IS ON THE WAY.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9462

2

April 16, 1982

ACC

Washington County Fire
District No. 1
17880 S.W. Blanton Street
Beaverton, Oregon 97006

Gentlemen:

On April 15, 1982 we received a satisfactory bid from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for the Washington County Fire Pre-emption Project No. 1 on the Tualatin Valley and Scholls Highway near Beaverton.

As described in our Agreement No. 7171, the District shall pay 100 percent of the project costs:

Contractor's Bid		$30,835.50
Anticipated Additional Items:		
Signal Controller Testing & Turn-on	$2,625.00	
"OPTICOM" Testing	1,125.00	$ 3,750.00
Subtotal		$34,585.50
Contingencies (4 1/2%)		1,556.35
Engineering (10%)		3,458.55
ESTIMATED TOTAL COST & 100% DISTRICT SHARE:		$39,600.40

We will award the contract when we receive your advance deposit in the amount of $39,600, which should arrive not later than May 7, 1982.

On the attached sheet are described three options you may use for making an advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

check rec'd
5-12-82
contract awarded

DES:pf
Attachment

bcc w/AD # 82-22: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-22 when advance deposit is received.

2.

OREGON STATE HIGHWAY DIVISION

Traffic Signal

SUBJECT: Wash. Co. Fire Dist. - Engine #1 [illegible]
[illegible] Scholls [illegible]
Wash. Co.

DATE: 3-25-82

TO: Jim Ro[illegible]

FROM: Curt [illegible]

Attached, one set of signature preliminary plans along with [illegible] set. Plans have been amended to comments made in Ref. Wash. Co. letter of ~~[illegible]~~ transmittal attached. Curt [illegible]

3-26-82

Boz Swan —

Washington County and Wash. Co. Fire District #1 have approved the attached plans. Metro staff has reviewed.

Jim Ro[illegible]

(SIGNATURE)

PLEASE REPLY HERE

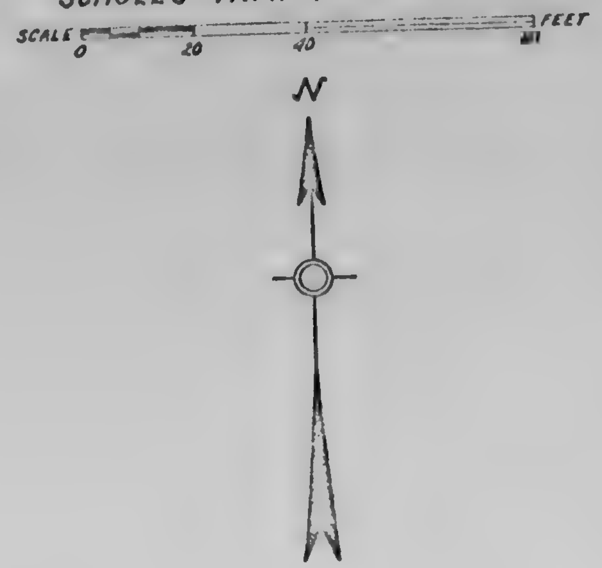
[illegible]

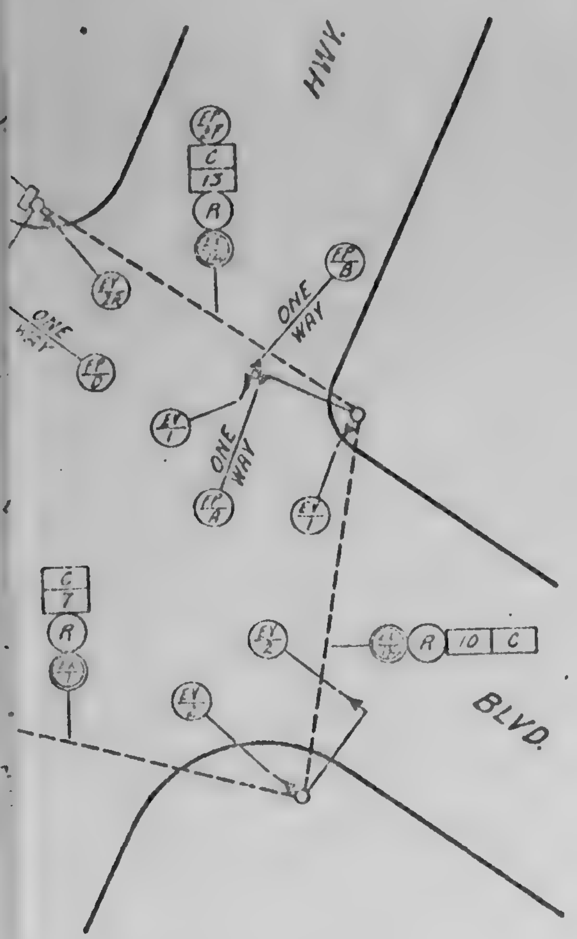
(DATE)

1. SENDER SHOULD DETACH SHEET [illegible] CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACH [illegible] SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS [illegible]

1

FIRE PRE-EMPTION PLAN
TUALATIN VALLEY HWY. AT S.W. 187TH AVE., SCHOLL'S HWY. AT HALL BLVD.





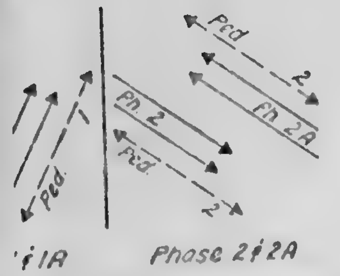
HWY. AT HALL BLVD.

L E G E N D

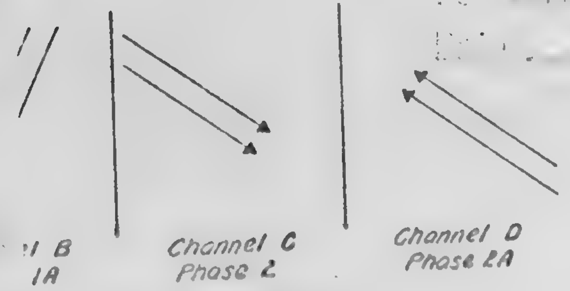
EX C	Remove existing controller and cabinet
EX S	Existing (S) inch electrical conduit
EX M	Existing messenger cable
EX Ph	Existing vehicle signal - Wire to phase (Ph)
R	Remove existing wire and/or cable
C	Install two-phase, solid state, pretimed controller in pole mounted Type G modified cabinet
N	Install (N) No. 14 Type THWN wires
C	Install one No. 8 Type TW wire - Signal system common
X N G	Install (X)-(N) wire No. (G) control cable
FP	Install four channel "OPTICOM" fire pre-emption
FP Ch	Install channel (Ch) fire pre-emption detector
FP NF	Install (N) fire pre-emption feeder cables
21	Connect existing interconnect circuits

Ch = Channel shown
Ph = Phase shown
G = AWG wire size

S = Size shown
N = Number shown



PHASE ROTATION



-EMPTION OPERATION
HWY. AT HALL BLVD.

2-5-82
3/12/82
Wash. County Fire Dist #1

PRELIMINARY COPY
FEB 2[illegible] 1982
SUBJECT TO MUTUAL REVIEW

I.E. George
2/23/82

TRAFFIC SIGNAL INSTALLATION
WASHINGTON CO. FIRE PRE-EMPTION PROJ. NO. 1
TUALATIN VALLEY & SCHOLLS HIGHWAYS
WASHINGTON COUNTY

February 1982
1488, 1489, 2891
& 2892

8229

1412

Section Washington Co. Fire Pre-emption Proj. No. 1 Programming Estimate $ [illegible]

Highway Tualatin Valley and Scholls Highways Project Length —

County Washington Completion Time 180 CD

Kind of Work Traffic Signal Installation Est. Comp. Date

Prefix 134-8201 Letting Date 1-28-82 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 100,292.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	7250
"OPTICOM" Testing	7700
Bikeway Signs	
Bikeway Striping & Legend	
______	
______	
Adjust Utilities	
______	
______	
______	

$ 14,950.00

Subtotal	$ 115,242.00
Contingencies (4-1/2%)	5,185.89
Engineering (8, 9, 10%)	10,371.78
Subtotal	$
Credit for ______	
Estimated Net Authorization, Construction	$ 130,799.67

APPROVED

100% Fire District.
cc Jon Rose
12-28-81

Delay because of lack of funds. Resched for Feb.

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Washington Co. Fire Pre-emption Proj. No. 1	County Washington		Sheet 1 of 1
Kind of Work Traffic Signal Installation	Length ✓ —	Date 12-23-81	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,309-
2	Temporary Signs		Sq. Ft.	357	6-	2,142-
3	Flagmen		Hour	36	24-	864-
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	56,673-
5	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	38,304-
	Total					100,292-

734-1736 (8-81)

L

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

January 1, 1982

MA PDM PDE FFM SPC
ODOT - METRO

JAN 7 1982

BM PAR PPC FILE T/A

Jon Rose
Federal Aid Specialist
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Jon:

Attached is one set of signed plans for the fire preemption of signals on Tualatin Valley Highway in Beaverton.

Sincerely,

Martin

Martin C. Nizlek
Transportation Division Manager

MCN:ER:ss
attachment

Date 1-7-81

From Metro JON ROSE

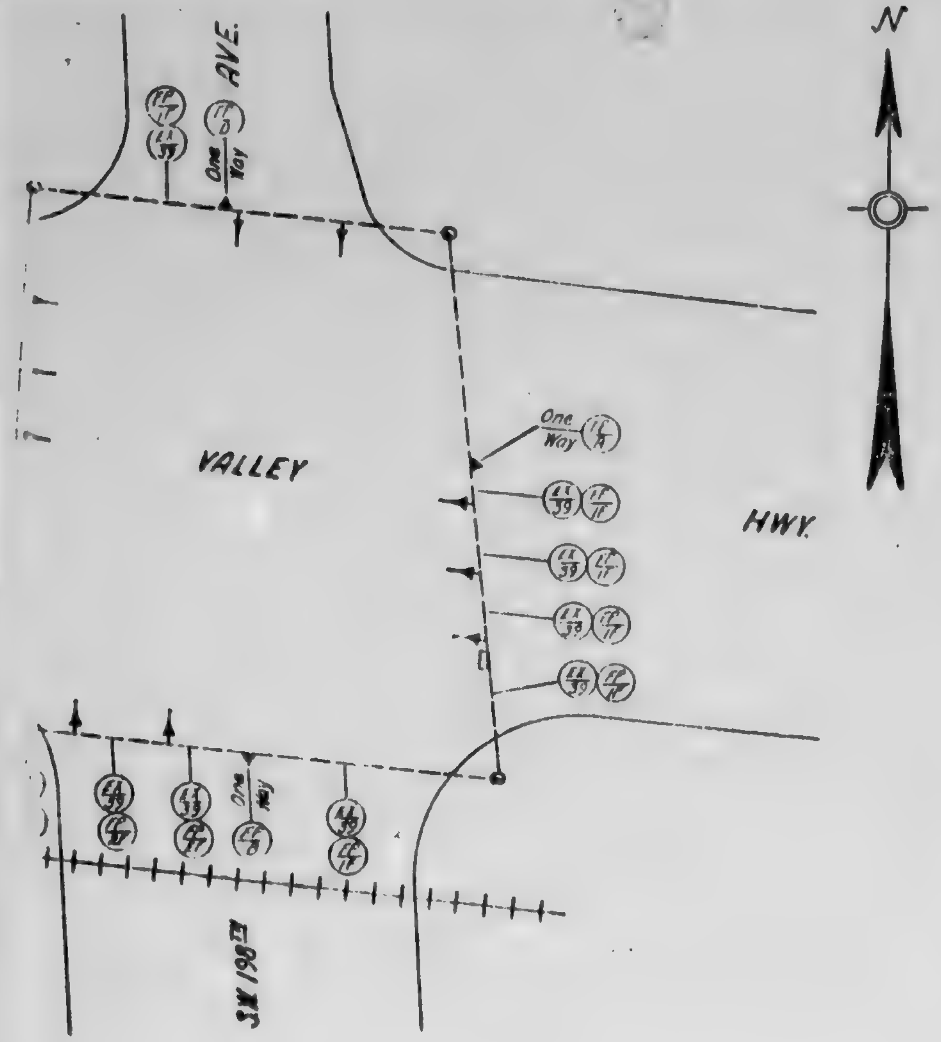
To BUC SWAN

[✓ Program Mgmt.] Traffic Region 1

Comments: The attached plans have been approved without comment by Washington County. Please note and advise Traffic.

The Fire District may be short of money and will have comments. It will probably be necessary to cut back the project

Jon Rose



[illegible]E PRE-EMPTION PLAN
TUALATIN VALLEY HWY. AT S.W. 198TH & S.W. 209TH AVE'S

SCALE 0 20 40 80 FEET

L E G E N D

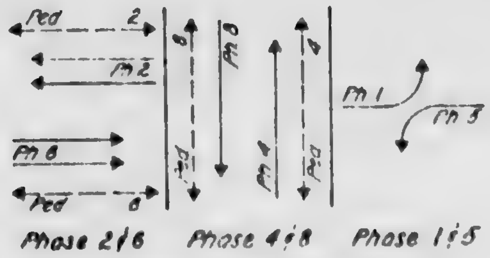
EX/170	Existing Model 170 controller
RI/C	Remove existing controller and cabinet
EX/S	Existing (S) inch electrical conduit
EX/39	Existing messenger cable
EV/Ph	Existing vehicle signal - Wire to phase (Ph)
EP/Ph	Existing pedestrian signal - Wire to phase (Ph)
EX/PTR	Existing part-time restriction sign and/or signal - Wire as indicated
EFD/Ch	Existing fire pre-emption detector - Rewire to channel (Ch)
R	Remove existing fire pre-emption detector
RI/Ch	Reinstall existing fire pre-emption detector - Wire to channel (Ch)
M	Modify existing controller base - See Special Provisions
C	Install Model 170 controller in Model 332 cabinet with OPTICOM fire pre-emption
27	Plug unused end of existing two-way detector as recommended by manufacturer
FP	Install OPTICOM fire pre-emption
FP/Ch	Install channel (Ch) fire pre-emption detector
FC/N	Install (N) fire pre-emption feeder cables

Ch = Channel shown
Ph = Phase shown
S = Size shown
N = Number shown

COUNTY APPROVAL

1 4 82

DATE

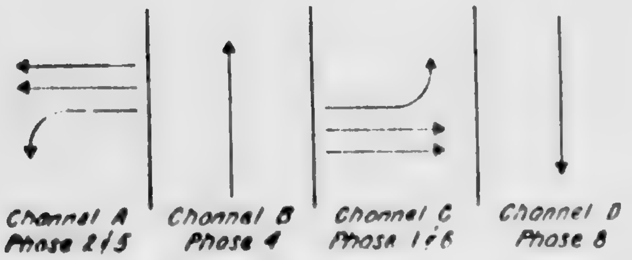


NORMAL PHASE ROTATION

PRELIMINARY COPY

DEC 17 1981

SUBJECT TO MUTUAL REVIEW



FIRE PRE-EMPTION OPERATION
TUALATIN VALLEY HWY. AT S.W. 198TH AVE.

APPROVAL:
TRAFFIC ENGINEER
12/14/81
DATE

DESIGNED BY
CHECKED BY JJC

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT [87TH AVE, WALKER RD, MURRAY BLVD, 198TH & 209TH AVE.] &
BEAVERTON/TUALATIN HWY. AT SCHOLLS HWY. SECS.
TUALATIN VALLEY & BEAVERTON-TUALATIN HIGHWAYS
WASHINGTON COUNTY

October 1981

ACCOMPANIED BY DWGS 1470, 1471, 1473, 1488, 2991, 2992, 8230 & 8231.

TE DWG NO 8229

9162

October 6, 1981

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Washington County
Fire District No. 1
17880 S. W. Blanton St. AGR
Beaverton, OR 97006

Attention: JoAnn Johansen
Clerk of Board

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Gail Huber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No 7171

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement with Washington County, City of Beaverton, Washington County Fire District No. 1 and the Highway Division for the installation and revision of emergency vehicle pre-emption devices on the Tualatin Valley and Scholls Highways.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9462

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan Attn: M. C. Holmes
Operations Programming Engineer

DATE: June 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Washington County Fire District No. 1
Fire Pre-emption Project
Tualatin Valley Highway, Scholls Highway

Please prepare a Construction-Finance Agreement among the State and Washington Fire District, Washington County, and the City of Beaverton for a project of installing Opticom fire pre-emption equipment at five existing signalized intersections, and revising pre-emption equipment at two existing signalized intersections.

The intersections to be pre-empted are:

1. Tualatin Valley Highway at 198th Avenue
2. Tualatin Valley Highway at Murray Boulevard
3. Tualatin Valley Highway at Walker Road
4. Tualatin Valley Highway at 87th Avenue
5. Scholls Highway at Hall Boulevard

The pre-empted intersections that are to be revised are:

1. Tualatin Valley Highway at 209th Avenue
2. Scholls Highway at Progress Interchange

The Fire District will pay 100% of the project costs. Preliminary engineering is already covered by an agreement and deposit from the District.

Existing agreements covering power and maintenance shall remain in full force and effect.

The standard provision regarding "... electronically connected ..." should be included.

A copy of the Preliminary Engineering agreement is attached to aid you in determining if the proposed agreement should be placed before the Commission or may be signed by the Highway Engineer.

If further information is needed, please let us know.

L. E. George
Traffic Engineer

BET:er
Attachment

cc: E. L. Hardt

9462

9-21-81

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
51288	Hobbs, Ernest W. & Victoria	$ 6,500.00
51481	Roberts, Gordon	61,300.00
51602	Riswick, Donald V. & Ellen T.	35.00
51605	Kem, Nancy Anne	50.00
51706	Duncan, Raymond M. & Velda Ferne	100.00
51809	O'Toole, C. Patrick & Susan M.	235.00
51906	Zielinski, Clarence V. & Evelyn K.	100.00
	7 Transactions	$ 68,320.00

(2) Agreement with City of Scappoose to move an existing traffic signal on the Lower Columbia River Highway from Elm Avenue to Maple Street in Columbia County. The State will design, install and maintain the traffic signal. The City has agreed to pay all costs of electrical energy. The installation costs will be shared on the basis of 33 1/3 percent by State and 66 2/3 percent by City. (Local Government)

Tualatin V

(3) Letter-form agreement with Washington County, City of Beaverton and Washington County Fire District No. 1 for the installation and revision of emergency vehicle preemption devices on the Tualatin Valley and Scholls Highways. The State will design, install and maintain the devices. The District will pay all costs of the project. The County and City recognize the possible impact on County Roads and City Streets. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 21 day of Sept, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 9/15/81

KEH

1982 Willamette R. (Oregon City Arch) Br. on Oswego Hwy. (Maintenance Painting) 9463

9463

January 5, 1983

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9463

Gentlemen or Ladies:

On December 30, 1982, we wrote to you concerning release of final payment on Contract No. 9463 awarded to H 2 O Contractors, Inc., for maintenance painting on the Willamette River (Oregon City Arch) Bridge on the Oswego Highway in Clackamas County.

Final payment on this contract is $1,000 and the total contract amount is $150,564.43. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: H 2 O Contractors, Inc.
P. O. Box 771
Springfield, OR 97477

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9463

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER(OREGON CITY ARCH) BRIDGE

WEEK ENDING: November 6,1982

SECTION PREFIX: 003-4216

HIGHWAY: OSWEGO

COUNTY: CLACKAMAS

NAME OF JOB: WILLAMETTE R.(O.C. ARCH)BRIDGE

KIND OF WORK: MAINTENANCE PAINTING

CONTRACTOR: H_2O BLASTERS, INC.

CONTRACT NUMBER: 9463

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MAY 4, 1982

DATE WORK STARTED: MAY 17, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 50

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 180,040.51

EXCLUSIVE OF ENGINEERING: $ 165,764.17

ENGINEERING AUTHORIZATION: $ 14,276.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 163,229.47

ENGINEERING COST TO DATE: $ 10,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXXX UNDERRUN 1.5 %

PERCENT OF AUTHORIZATION: 74 %

DATE PROJECT WAS COMPLETED: August 6, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

BRIDGE NO.	ORE. CITY SIDE	EAST PIER	LOWER ARCH	UPPER ARCH	WEST PIER	W. LINN SIDE		
PERCENT	100	100	100	100	100	100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	31	Fair	0		
MONDAY	1	Fair	0		
TUESDAY	2	Fair	0		K
WEDNESDAY	3	Cloudy	0		
THURSDAY	4	Showers	0		
FRIDAY	5	Rain	0		
SATURDAY	6		0		

RECEIVED
NOV 8 1982
CONSTRUCTION SECTION
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct 31 SUNDAY	No Activity
Nov 1 MONDAY	No Activity
Nov 2 TUESDAY	No Activity
Nov 3 WEDNESDAY	No Activity
Nov 4 THURSDAY	No Activity
Nov 5 FRIDAY	No Activity
Nov 6 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Bridge and tunnel portal painted.

ANTICIPATED NEXT WEEK: Turn in Semi-Final Estimate.

THIS WILL BE THE LAST WEEKLY REPORT!!

SIGNED Jerry C Street LOCATION WEST LINN, OREGO

JERRY C. STREET, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Cont. 9463

STORES: PORTLAN BEAVERTON • EUGENE • MEDFORD, OREGON • VAN OUVER, WA: FACTORY: PORTLAND, OREGON
GENERAL OFFICE: 6932 S.W. MACADAM AVENUE • PORTLAND, OREGON 9 • (503) 244-7512

Rodda
Paint

June 11, 1982

# 9463

Secretary of State Norma Paulus
State Capitol Building
Salem, Oregon 97310

Re: Oregon City Arch Bridge

Dear Ms. Paulus:

We are furnishing paint and paint materials to H_2O Contractors, Inc. P.O. Box 771, Springfield, Oregon 97477.

This is to notify you that a claim may be filed for all materials furnished on the above project.

This notice is a standard company procedure and should not be interpreted as an indication of the financial standing of our customer named in this notice or of any other person.

Sincerely,

RODDA PAINT COMPANY

Ruth M Leines
Ruth M. Leines
Credit Manager

cc: H_2O Contractors
P.O. Box 771
Springfield, Oregon 97477

Oregon State Highway Dept.
Oregon Dept. of Transportation Bldg.
Bridge Design Section, Room 334
Salem, Oregon 97310
Atten: Jack Davis

RECEIVED
JUN 28 1982
CONSTRUCTION SECTION
CAE
FOE
SCS
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RECEIVED
JUN 25 1982
COMM SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUN 14 1982
BRIDGE SEC
NOTED
W.J. HART

no response necessary
fran n.

4463

L

December 29, 1981

MAI 14-1

SAME LETTER TO:
Mr. John A. Buol
City Administrator
City of West Linn
4900 Portland Avenue
West Linn, OR 97068

Mr. Alfred Simonson
General Manager
City of Oregon City
Post Office Box 631
Oregon City, OR 97045

Dear Mr. Simonson:

In previous correspondence with you concerning the painting of the West Linn Bridge in Oregon City, we have said the painting would be accomplished when funds became available.

I am happy to advise you that with the passage of the one cent gas tax increase, effective January 1, we plan to paint the bridge under a maintenance contract sometime during the coming year.

Thank you for your patience, and I hope this is satisfactory.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Senator Dick Groener
Representative Darlene Hooley

bc R. L. Schroeder
E. L. Hardt

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 22, 1981

File No: PLA 6

TO: SCOTT COULTER
State Highway Engineer

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Six Year Highway Improvement Program
West Linn Bridge Painting

Considerable discussion has evolved relative to painting the West Linn Bridge in Oregon City.

I discussed this with Larry in your absence suggesting that we not overlook the commitments you made to proceed with this project, if additional funds were made available to the division.

We are not showing the West Linn Bridge painting in the six year program, however, Larry indicated that the project would be scheduled as part of the maintenance bridge painting program.

In order to respond, I request you formalize this understanding.

po

cc: Edward L. Hardt

Dig out people we wrote to before and send letter indicating painting as contract maintenance project next year.—

RECEIVED
STAT. HWY ENGR
DEC 23 '81
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

APPROVED

STATE HIGHWAY E[illegible]

Date__________

2.

PLA 6

December 28, 1981

The Honorable Ed Lindquist
State Representative
H-280 State Capitol
Salem, OR 97310

Dear Representative Linquist:

Your letter to Fred Klaboe concerning our Six-Year Highway Improvement Program, and in particular, the Oregon City Bypass has been referred to me. As you may know, Fred has decided to retire effective the end of December. We will all miss him but wish him well in his retirement.

In reference to Don Anderson's letter of October 12, in which he comments on the Preliminary Program, two of the items concern maintenance related activities. The West Linn bridge painting will be done as part of our bridge maintenance program. Concerning maintenance activities on Highway 99E in Oregon City, it is my understanding that our District Maintenance Supervisor has discussed these problems with the City and that they have been corrected.

Our plans to match Interstate Transfer funds in the Oregon City Bypass have not changed. We will recommend this proposal to the Commission when three conditions are met. The first condition has been met as the one-cent gasoline tax goes into effect this January. The second condition was also met when Metropolitan Service District adopted Resolution 9746 "...designating the Oregon City Bypass project as the highest priority regional project to receive new state funding commitments". The last condition, which hopefully will be resolved soon, requires approval of an agreement between Clackamas County, Oregon City, and the Highway Division to transfer the existing highway to the local jurisdiction. The bypass would be designated as part of the Cascade South Highway. At this time, I see no reason for the Commission not approving state matching funds for the bypass.

I hope these comments have answered your concerns. If I can be of further assistance, please let me know. Thank you for your interest in the highway program.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

SHM:pf 1b
bc R. N. Bothman
E. L. Hardt
D. H. Moehring

HOUSE OF REPRESENTATIVES
H280, STATE CAPITOL
SALEM, OREGON 97310
(503) 378-8823

REPRESENTATIVE ED LINDQUIST
Home Address
P O BOX 339
GLADSTONE, OREGON 97027
CLACKAMAS COUNTY
DISTRICT 26

COMMITTEES
Member
Joint Committee on
Ways and Means
Chairperson
Subcommittee on Transportation
Regulation
Member
Subcommittee on Public Safety

December 15, 1981

Mr. Fred Klaboe, Director
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Fred:

I recently received a copy of the letter forwarded to you by Don Anderson, Oregon City Mayor, which specified his comments regarding the Preliminary Six-Year Highway Improvement Program (copy attached for your reference).

I would like to add, for the record, my concurrence in Mayor Anderson's points, particularly as they regard the importance of DOT match funds for the Oregon City Bypass. As you know, that long-anticipated project has been one of Clackamas County's main transportation priorities and in my mind, should continue to receive major emphasis for funding.

I hope you will convey my interest and concern to the Transportation Commission.

Sincerely,

Ed

Ed Lindquist
State Representative

P.S. I was very sorry to hear of your illness. I hope this letter finds you feeling much better.

cc: Mayor Don Anderson

PROJECT [illegible] BRANCH
REFERRED TO
FOR
FILE: PM FA LG.

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO
FOR
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RECEIVED
DOT DIRECTOR
DEC 1[illegible] '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CITY OF OREGON CITY P. O. Box 631
INCORPORATED 1844

October 12, 1981

Oregon Department of Transportation
Salem, Oregon

Subject: Preliminary Six-Year Highway Improvement Program

Gentlemen:

I would like to take this opportunity to comment on the Preliminary Six-Year Highway Improvement Program for Fiscal Years 1982 through 1987, and request that this letter be made a part of the record.

In general, Oregon City is supportive of the Preliminary Six-Year Highway Improvement Program. However, absent from the Program is the painting of the Oregon City/West Linn bridge. Last year, the Highway Division made improvements and repairs to the traveled roadway of the bridge. This was to be followed by the painting of the bridge. The implied "commitment" to paint the bridge, as conveyed by ODOT personnel, is not included in the Six-Year Program. The Highway Division partially sand-blasted the super-structure of the bridge and painted several panels of various colors. These panels were to be used for color selection. As a result, the bridge can best be described as an "eyesore" in its present state. Because the bridge has been sand-blasted and the aggregate exposed to the elements, the bridge super-structure will deteriorate at a faster rate. Therefore, the painting of the bridge is restoration work and necessary to keep the bridge in good repair. I strongly suggest that ODOT include the painting of the Oregon City/West Linn bridge in the Six-Year Highway Improvement Program.

Aside from the Six-Year Highway Improvement Program, the Oregon City By-pass is of major importance to the area. While money is not included in the Six-Year Improvement Program due to the fact that the By-pass will be funded with Interstate Transfer (E-4) money, ODOT's ability to provide the local match is of primary concern.

Finally, Oregon City is troubled by ODOT's lack of funds to maintain McLoughlin Boulevard/Highway 99E. There is a general lack of upkeep through Oregon City. In particular, the middle dividers and other separators south of the Oregon City Shopping Center are in poor condition. The highway and the catch basins also lack cleaning. As a result, the catch basins overflow and cause problems to the City's drainage system. Further, there has been an overgrowth of brush and a continual litter problem. This reflects poorly on ODOT and, specifically, on Oregon City. The passing of this maintenance responsibility to Oregon City places financial burden on a single jurisdiction to the benefit of all the residents of the State of Oregon.

I appreciate this opportunity to make comment and request that ODOT consider these matters in their deliberations.

Yours very truly,

Don Andersen

DON ANDERSEN
Mayor

DA:GP:rl

GENERAL FILES

Portland, OR
Daily Journal
of Commerce
(Cir. D. 4,079)

OCT 21 1981

Allen's P. C. B Est. 1888

ODOT reneges on painting pledge

706

By CAROL TINNELL
Daily Journal of Commerce staff

"Sometimes the squeaky wheel gets the grease," says Oregon City Mayor Don Andersen. "Maybe if we make enough noise, something will be done."

Andersen, along with other local government officials, is unhappy that the Oregon City-West Linn bridge remains, according to Andersen, "an eyesore that needs a coat of paint."

In 1980 the Oregon Department of Transportation highway division performed repairs to the bridge roadway, with promises to local officials that the bridge would be repainted.

City Manager Gerry Pecinovsky says, "Currently there is nothing being done. The painting of the bridge is not included in the six-year program of the state highway department."

It appears the money—$170,000—won't be forthcoming, at least for now, transportation officials told a small group of concerned citizens last week. The state can't justify the expenditure because of a shortage of revenue and an increase in necessary road maintenance.

"The brush has been cleared from under the bridge on the West Linn side of the Willamette," says Ed Hardt, metropolitan regional engineer for the Oregon Department of Transportation. He notes that even the color of paint has been selected, but declining gasoline tax revenues have forced the department to reconsider its earlier pledge to paint the bridge.

Andersen, in a letter sent to the department requesting the bridge to be put on next year's budget, says, "Because the bridge has been sandblasted and the aggregate exposed to the elements, the bridge superstructure will deteriorate at a faster rate. Therefore, the painting of the bridge is restoration work and necessary to keep the bridge in good repair."

He says that Oregon City realizes the cost, yet they are unable to pay for it and they believe it is the responsibility of the state. "It's their highway; they should have to maintain it."

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 13, 1981

File No: PLA

TO: E. L. HARDT
Region Engineer

FROM: R. N. BOTHMAN Bothman
Administrator

SUBJECT: WEST LINN BRIDGE PAINTING

In discussing my meetings with Clackamas County and Oregon City with Fred Klaboe, Scott Coulter, and Larry Rulien, I raised the question of painting the West Linn Bridge.

All three of them indicated that we were committed to that project if we received additional revenues. Therefore, with the one cent gas tax increase we will proceed with painting the bridge.

RNB:PE

xc: F. B. Klaboe
H. S. Coulter

OCT 14'81
REFER TO
Info
File

7463

2

July 27, 1981

MAI 14

Mr. Alfred Simonson
General Manager
City of Oregon City
Post Office Box 631
Oregon City, Oregon 97045

Dear Mr. Simonson:

Your July 10 letter relating to the displeasure of the City Commission because a project in its area was dropped from the program has been reviewed. Your letter suggests that the project to paint the Oregon City-West Linn arch bridge was withdrawn while other projects of lesser importance remain in the program. We are always interested in constructive criticism to our actions, so would appreciate receiving your tabulation of the work you believe is of lesser importance than we have continued in the program.

As pointed out in my June 11 letter, there is a bill in the Legislature that could provide some additional revenues to the Highway Fund. It has passed the House and is in the Senate. I have discussed this matter with the State Highway Engineer and, if this measure is approved by the Legislature, we hope this will provide funds from which the bridge can be painted.

Sincerely,

F. B. Klaboe
Director

cc City of West Linn
Senator Dick Groener
Representative Darlene Hooley

bc H. S. Coulter
R. L. Schroeder
E. L. Hardt

HSC:md fn

CITY OF OREGON CITY P. O. Box 631
INCORPORATED 1844

July 10, 1981

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe, Director

Gentlemen:

The Oregon City Commission reviewed your letter of June 11, 1981, regarding the decision of the State Highway Engineer to withdraw the project to repaint the Oregon City-West Linn arch bridge.

They recognize the fact that budgetary problems exist in the maintenance fund for State highways, but they also expressed their displeasure at having a project that was already in the budget withdrawn while other projects of lesser importance are maintained. They have asked me to relay their displeasure to you and to ask again that this decision be reconsidered.

Yours very truly,

Alfred Simonson

ALFRED SIMONSON
General Manager

RECEIVED
STATE HWY ENGR
JUL 14 '81
REFER TO
FOR

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RECEIVED
DOT DIRECTOR
JUL 13 '81
Coulter
✓

Hold for Scott
ESH

AS:rl

cc: City of West Linn

GENERAL FILES

June 29, 1981

MAI 14

Mr. John A. Buol
Acting City Administrator
City of West Linn
4900 Portland Avenue
West Linn, OR 97068

Dear Mr. Buol:

The Oregon City/West Linn Arch Bridge is structurally sound and adequate for the traffic it carries. There are minor deficiencies such as concrete cracking and spalling that are common with bridges of this type and age. Repair to these deficiencies is not dependent upon a follow-up coat of paint. Paint failure and minor rust on the steel beam span are noted in the Highway Division inspection records for inclusion in the bridge maintenance program.

Please understand our difficulties in proceeding with a project that does little to preserve the highway system. I regret the need for this decision and can assure you we wish otherwise.

Sincerely,

LWK

for H. S. Coulter
State Highway Engineer

cc Senator Dick Groener
Representative Darlene Hooley

JHW:JWS:mmw md

bcc F. B. Klaboe
R. L. Schroeder
E. L. Hardt

City of West Linn

4900 Portland Avenue • West Linn, Oregon 97068 • Phone: 656-4261

June 12, 1981

State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Attn: Fred B. Klaboe, Director

Gentlemen,

The West Linn City Council recently discussed the June 3rd letter from Ed Hardt, Region Engineer, regarding the State Highway Division's decision to withdraw the proposed bridge painting project of the Oregon City/West Linn Bridge.

The two cities in the past have been assured by the Highway Division that this project would be completed this year, since the project was postponed in 1980 caused by the economic condition of the Highway Division.

The City Council has expressed that the project was started and should be completed, since the citizens were informed of the improvements in the two cities, and the Highway Division then went through great efforts to announce the improvements to the citizens of the cities.

We suggest the Highway Division of the Department of Transportation reconsider their action and proceed with the commitment of painting the bridge between West Linn and Oregon City.

Sincerely,

John A Buol

JOHN A. BUOL
Acting City Administrator

cc: City of Oregon City
Senator Dick Groener
Representative Darlene Hooley
Ed Hardt, Region Engineer

/djn

RECEIVED
STATE HWY ENGR
JUN 16 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cy:
Ed Hardt

RECEIVED
DOT DIRECTOR
JUN 15 '81
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

June 11, 1981

HAI 14

Mr. Alfred Simonson
General Manager
City of Oregon City
Oregon City, OR 97045

Dear Mr. Simonson:

The decision to withdraw the project to repaint the Oregon City/West Linn Arch Bridge was made by the State Highway Engineer and this decision was not made lightly. The importance of this project to the citizens and governmental leaders in the Oregon City/West Linn area is recognized by the Oregon Department of Transportation. That interest and support is the reason it was added to the Highway Division's Six-Year Construction Program in 1980.

Over the past year or so, the public, responding to the increased price of gasoline, has purchased less than our projections anticipated. This, in turn, reduced the amount of revenue available to the Highway Division through the gas tax. This caused us to review our capabilities of funding the current Six-Year Construction Program. Our latest projection, using the reduced rate for motor fuel income plus the expected inflation rate for construction materials and labor, indicates that it will take us at least ten years to complete the Six-Year Program. This, in turn, has caused us to reassess our entire program, feeling now that the emphasis should be on preservation as opposed to new construction. Repainting the Oregon City/West Linn Arch Bridge is not the type of project that we would do under the austere program that we now find ourselves in. A lot of projects around the state that we have said "yes" to in the past will be delayed.

We regret having to withdraw the project from our construction program. Presently, there is a bill in the legislature which will increase the state gas tax. If this measure is approved by the legislature and the voters, we will again assess our funding capabilities and, hopefully, we'll add the bridge painting project to our construction program.

Sincerely,

F. B. Klaboe
Director

ELH/gw jv

bc: H. S. Coulter
Ed Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: SCOTT COULTER
State Highway Engineer

DATE: June 9, 1981

FROM: EDWARD L. HARDT
Region Engineer
Edward L Hardt

SUBJECT: ROUGH DRAFT RESPONSE
Al Simonson

You forwarded a copy of the City of Oregon City General Manager Al Simonson's June 3 letter addressed to Mr. Klaboe to me and asked for a rough draft response for Mr. Klaboe, which is attached. Mr. Simonson's letter is one of complaint after receiving my letter telling the City that we were not going to repaint the Oregon City/West Linn Arch Bridge.

There has been much local support both from citizens and elected officials for this project. In the spring of 1980, your office decided that we would do the project and it was added to the Six Year Construction program. We set about selecting the appropriate color and began drawing up plans and specifications. Our Bridge Maintenance crew replaced the leaky deck joints in the structure in order to preserve the paint job. I appeared before the local citizens group and the Oregon City Commission and told them of our plans and even showed them the color the bridge would be.

This spring your office decided to withdraw the project from the construction program due to our current financial situation. I have tried to frame a letter for Mr. Klaboe that explains this situation, but since you and he are both much closer to this than I am, feel free to edit at will. I've attached a copy of my letter to the Oregon City Commission which Mr. Simonson refers to for your information.

RECEIVED
STATE HWY ENGR
JUN 10 '81
REFER TO

FOR
Info Inves R/D D/R Sign Act File

ELH/gw
Attachment

Area Code 503
[redacted]
Telephone 655-8481

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

FREE
MUNICIPAL
ELEVATOR

Office of
CITY MANAGER

June 3, 1981

State Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Attention: Mr. Fred B. Klaboe, Director

Gentlemen:

The Oregon City Commission was much disturbed by the recent letter from Mr. Ed Hardt, Region Engineer, indicating the department has withdrawn the proposed bridge painting project of the Oregon City/West Linn arch bridge, and that it was being "put on the shelf" in anticipation of better times.

We have been repeatedly told that this project would be completed during the 1981 construction season and accepted that fact in the 1980 season due to the economic pressures that the Highway Division was experiencing. Now to have the project withdrawn it does not appear to the Commission that citizens of Oregon City and West Linn are being fairly treated.

It was the City Commission's feeling that the Highway Division had started the project and should complete it and that this would be different from a completely new project.

We urge the Department of Transportation to reconsider their actions and honor their commitment to bring about the completion of the painting of the bridge.

Yours very truly,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: City of West Linn
Senator Dick Groener
Senator Walt Brown
Representative Ed Lindquist
Representative Darlene Hooley
Mr. Ed Hardt, Region Engineer

RECEIVED
STATE HWY ENGR
JUN 5'81
REFER TO.

FOR

Info	Inves	R/D	D/R	Sign	Act	File

94:3

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 22, 1981

In Reply Refer To
File No

Mr. Alfred Simonson
General Manager
City of Oregon City
Oregon City, OR 97045

Mr. Donald Carlson
Chairman
Downtown Oregon City Improvement Program
716-B Main Street
Oregon City, OR 97045

Mr. John A. Buol
Acting City Administrator
City of West Linn
City Hall
West Linn, OR 97068

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sign Act File

Gentlemen:

In 1980 the Oregon State Highway Division, acting upon repeated requests from concerned citizens and political leaders in the area, made a commitment to repaint the Oregon City-West Linn arch bridge. The project was formally added to the construction program by the Transportation Commission and our maintenance crews did some preliminary work preparatory to the bridge painting.

Unfortunately, in 1981 the Highway Division finds itself in a severe financial squeeze. On the one hand gas tax revenues are considerably behind those forecasted due to the fact that motorists are not consuming as much gasoline as they used to. Secondly, inflation has impacted our programs even more significantly than everyone elses due to the high proportion of petroleum products that are connected with the construction and maintenance of highways. Our projections indicate that it won't be long before we will not be able to take advantage of all of the federal aid for highways that is available because we won't have the matching state dollars for this program. Not only will this be a significant blow to the highway program due to the 7:1 leverage that we get with federal funds, but it will also mean the loss of significant jobs when our anticipated construction program can't be carried out. This problem is severe enough that the Highway Division is anticipating a significant reduction in force sometime around the end of this year.

Mr. Alfred Simonson
Mr. Donald Carlson
Mr. John A. Buol

Because of the shortfall in available funds, the State Highway Engineer has made the decision that the project to repaint the Oregon City-West Linn arch bridge will be withdrawn from the program. The project was estimated at about $150,000. I very much regret having to tell you this since I felt the repainting project was worthwhile, particularly since my acquaintance with this bridge goes back some 35 years. However, the entire thrust of the Highway Division's construction program is gradually changing to one which will be oriented towards preservation of the system, as opposed to bettering the system. Let's face it, repainting the arch bridge was to be done for esthetic reasons, not to make the bridge work better or last longer. The Highway Division has a responsibility to the citizens to make the best use of the funds that are available to it and so every dollar must be used to the best advantage to keep the system operational.

Before the decision was made to withdraw the project, the plans and specifications were drawn up ready for project advertisement. They will be "put on the shelf" in anticipation of better times when we can again consider painting the structure.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cp
cc H. S. Coulter w/attachments
R. N. Bothman "
Walt Hart "
Clair Kuiper "

FREE
MUNICIPAL
ELEVATOR

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

Area Code 503
[redacted]
Telephone 655-8481

Office of
CITY MANAGER

April 13, 1981

RE RME RCE SE
TE RECEIVED RGM
UE 1981 RSC
SO REGION I RBI
TO

Oregon Department of Transportation
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. Ed Hardt, Region Engineer

Dear Ed:

The Oregon City Commission were reminded of the commitment of the Department of Transportation as previously made, committing the scheduled maintenance painting of the Oregon City-West Linn Bridge during the spring/summer of 1981.

Please accept this letter as their reminder of this commitment. We look forward to the State accomplishing this project and know how well it will be received by the citizens of Oregon City and West Linn.

Yours very truly,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: City of West Linn

City of West Linn

CITY HALL
WEST LINN OREGON
97068

April 10, 1981

State of Oregon
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Attn: Mr. Ed Hardt, Region Engineer

Dear Mr. Hardt,

The West Linn City Council recently discussed the scheduled maintenance and painting of the West Linn / Oregon City Bridge.

The Council has expressed continued interest in the painting of this bridge during 1981.

The Council does appreciate the maintenance work which has been performed to date, and hopes the painting of the bridge during this year will complete the project.

We appreciate your assistance on this project.

Sincerely,
City of West Linn

JOHN A. BUOL
Acting City Administrator

JAB:djn

March 11, 1981

State of Oregon
Department of Transportation
Ed Hardt, Region Engineer
P. O. Box 02157
Portland, OR 97202

~~DE~~ RE RME RCE BE
TE RECEIVED RSM
UE [illegible]R - 9 1981 RSC
SO REGION I RBI
TO

Dear Ed,

On behalf of the Downtown Oregon City Association we wish to express our continued interest in your scheduled maintenance painting of the Oregon City-West Linn Bridge in this spring season of 1981.

We very much appreciated the initial maintenance performed on the structure during the summer of 1980 and are now in hopes of seeing the final application of paint discussed in our meetings and correspondence of 1980. This will be a long overdue ascetic contribution to a historic segment of Oregon and the Willamette River Greenway.

Sincerely,

Charles L Kelly
Charles Kelly
President
Downtown Oregon City Assn.

Don Carlson
Donald Carlson
Chairman
Downtown Oregon City Improvement Program

DCC/dg

cc: Alan Brickley
Don Anderson
Al Simonson

7763

3

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-28-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Willamette River (Oregon City Arch) Bridge

HIGHWAY NAME Oswego			HIGHWAY NUMBER 3
REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Clackamas	CITY Oregon City & West Linn
LENGTH 0.14	MILEPOST NUMBER 11.41 TO 11.55	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Painting

PROJECT DESCRIPTION

Sandblast, clean and paint the Oregon City (West Linn) Bridge

1 ✓
2 DO
3
4

RECEIVED

ROAD DESIGN SECTION

Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 12,800	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson ✓
Leu
Dorn
Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

APPROVED
Location Engineer
Date 7/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	N/A
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	H.I.P. '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 2,500	3,500
RIGHT OF WAY		8,000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Sandblast, clean and paint	150,000	150.000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	152,500	161.500

SUBMITTED BY ____________________

9-3

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: WALT HART
Bridge Engineer
[illegible] BY
[illegible]

FROM EDWARD L. HARDT
Region Engineer

DATE July 3, 1980

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

SUBJECT: MAINTENANCE PAINTING
WILLAMETTE RIVER (OREGON CITY ARCH BRIDGE)
OSWEGO HIGHWAY
BRIDGE 357

This is an update of our activities towards repainting of the arch bridge between Oregon City and West Linn in Clackamas County.

We have received agreement from both cities to close all vehicular traffic on the bridge for joint repair work and for painting. In May we closed the bridge for about five days in order to repair the joints. As far as I know, we received no complaints about the bridge closure and have even received a letter of commendation from the General Manager of the City of Oregon City (copy attached). I believe it's safe to say that we can go ahead and work up the contract with the provision that the bridge can be closed to traffic during the painting of the portion above the roadway. The contractor, of course, will still have to deal with McLoughlin Blvd. traffic under the bridge.

I have worked quite closely with members of the Downtown Oregon City Merchants group on the color of the bridge. They are quite conscious of this since they have a renovation program going on for downtown. The color rendering which I showed their group and which they approved, and which I also showed the City Commission of Oregon City which they also approved, is the one showing the exposed aggregate panels on the bridge cleaned, and treated with a coating of gloss sealer and the balance of the bridge painted a warm gray tone. We used a can of Monocrylic Canyon Tones (Summer Gray) paint which John Johnson sent up as a test panel and this is about the color that we would like for the painted structure.

The specifications for the contract should indicate that the contractor will remove the old fluorescent lighting system presently on the bridge. Those materials should become his property. These were installed by the City of Oregon City a number of years ago and are no longer operative and have been replaced with luminaires on steel poles. These steel poles should be painted the same gray color as the bridge. I'm not sure whether this should be the concrete latex, or perhaps should be enamel paint. I'll leave that to you.

We had originally thought that the bridge might be painted this year, but due to funding problems that didn't happen. Scott Coulter told me several weeks ago that we should assume that the bridge could be painted in 1981 and I have so informed the cities of Oregon City and West Linn, and the press, with the caveat that funding could still be a problem next year. I would suggest that we go ahead and develop the plans and specifications for the project and have them ready so that we can proceed in the Spring of '81. If any further information on the development of the project is needed, please let me know.

ELH/cp
~~cc~~ H. S. Coulter w/attachment
R. N. Bothman "
Clair Kuiper "

FREE MUNICIPAL ELEVATOR

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

Area Code 503
[redacted]
Telephone 655-8481

Office of
CITY MANAGER

June 27, 1980

Mr. Ed Hardt, Region Engineer
State Highway Department
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Ed:

This letter is to express the pleasure of the City Commission of Oregon City and the citizens of our area concerning repairs and renovation accomplished so far by the State on the old Oregon City/West Linn bridge. Much good comment has been received on this work to date and we look forward to your committed project to complete the painting of the bridge next year.

The City Commission especially wanted to acknowledge and thank you for your efforts towards realization of this much needed Oregon City/West Linn community restoration.

Thanks again, Ed, and we look forward to the finalization of the project next year.

Yours very truly,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: Mr. Fred Klaboe
State Highway Engineer

9416

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 02157, PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

July 3, 1980

In Reply Refer to
File No.:

NOTED
H. S. COULTER

REFER TO
BY
STATE HWY. ENGR.

Mr. Cliff Sanders, Administrator
City of West Linn
West Linn, OR 97068

Dear Sir:

This letter is to give you an update of our progress towards painting of the arch bridge between West Linn and Oregon City. Earlier this year we had hoped to get the bridge repainted in 1980 but funding problems have prevented that. Our plan now is to contract the repainting in 1981. You have probably noticed that our crews have been repairing the deck joints and other portions of the structure in preparation for this work. I appreciate the City Council's approval of our request to close the bridge to vehicular traffic during the renovation work.

Our plans for the color of the bridge are to clean the exposed aggregate panels presently on the bridge down to bare concrete and coat those with a clear gloss sealer which will bring out the beauty of these panels. The balance of the bridge will be painted a warm gray tone. I've discussed this color scheme with the downtown Oregon City merchants and with the City Commission of Oregon City and both groups have approved.

I appreciate your cooperation on this project and hope that it can be completed next year.

Sincerely,

Edward L. Hardt
Region Engineer

ELH/cp
bc H. S. Coulter
W. J. Hart

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL FILES

May 9, 1979

Don Carlson
Oregon Trail Savings
821 Main Street
Oregon City, OR 97045

Dear Mr. Carlson:

The State Highway Division acknowledges that the arch bridge needs repainting, but the work, estimated to cost between $150,000 and $200,000, must await completion of more critical maintenance needs on the state highway system.

Crews will do some patching on the bridge this spring as well as remove the grass growing in the joints.

I understand that the Highway Division has been contacted by Oregon City officials and the Oregon City Hilltop Boosters, as well as other concerned citizens, about the condition of the bridge.

I would like to be able to tell you that the work will be done this year, but there just isn't enough money available.

Thank you for taking the time to write and for your interest in preserving our heritage.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bcc: Highway Division

RECEIVED
STATE HWY ENGR
MAY 10 '79
REFER TO
FOR
Info Inves R/D D.R Sign Act File

5/10
c/ [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 4, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: REPAINTING OF THE OLD OREGON CITY-WEST LINN BRIDGE

TO: H. S. COULTER
Highway Engineer

Don Carlson, Branch Manager of Oregon Trail Savings in Oregon City, wrote to the Governor on April 26 requesting that the old Oregon City-West Linn Bridge be repainted. You referred that letter here for a response, which is attached.

Painting this old structure is a problem that won't go away. As you may recall, we have had requests from local government and civic groups about the condition of the structure. Our position is that this is cosmetic work and though it would be nice to do, we have more important things to do with the limited funds available. The draft response attached follows that theme.

ELH/cr
Attachment
cc Bill Geibel - Please do what you can about patching the roadway surface and pulling the weeds.

RECEIVED
STATE HWY ENGR
MAY 7 -'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON TRAIL
SAVINGS

RECEIVED
APR 30 1979
Governor's Office

April 26,1979

PLEASE RETURN
ORIGINAL LETTER
2327

Thank you.
5-9

OE	RE	RME	RCE	BE
TE		RECEIVED		RSM
UE		MAY - 3 1979		RSC
SO		REGION I		RBI
TO				

Victor Atiyeh
Governor of Oregon
State of Oregon
Statehouse
Salem, Oregon 97310

Dear Governor Atiyeh:

As a resident taxpayer and businessman in the city of Oregon City, I wish to ask your assistance in preserving a part of our heritage - the concrete arch bridge between our town and West Linn.

Our Community contribution to Oregon's number one industry can be enumerated as the McLoughlin House National Monument; the End of The Oregon Trail Monument; a clean river (thanks to the State Department of Environmental Quality) passing over beautiful Willamette Falls; and Mary Young State Park.

How can a department of state government assigned the task of maintaining an important historical link among these other attractions consistently overlook or mislay numerous requests to clean up this portal to our historically significant city? Is it because the State Highway Department office in Washington County assigned this maintenance task is too far removed from this service area?

The concrete arch bridge dedicated in 1923 is apparently sound and is beautifully designed to accent the rock canyon it crosses. It's arch, piers, cross-members, and obelisks are architectural artifacts not seen on today's ribbons of concrete highways. It sorrily needs paint, grass removed from the expansion strips, and resurfacing. Repair now would be the best conservation effort by the highway department, both monitarily and historically.

Please help,

Don Carlson

Don Carlson
Branch Manager

RECEIVED
STATE HWY ENGR
MAY 1 - '79
REFER TO
Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

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cy to

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RECEIVED
DOT DIRECTOR
MAY 1 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON CITY OFFICE • 821 MAIN ST. • OREGON CITY, OREGON 97045 • TELEPHONE 243-3382

1468

April 16, 1979

[illegible]

The Honorable Dick Groener
State Senator
S219 State Capitol
Salem, Oregon 97310

Dear Senator:

This is in response to your March 29 letter regarding the repainting of the old arch bridge over the Willamette River between West Linn and Oregon City.

You are not alone in your concern for this structure. We have had correspondence in the past with the Hilltop Boosters in Oregon City, with city officials in Oregon City, and with concerned citizens about this subject. The Highway Division also is concerned about the appearance of this structure. Since the estimated cost of repainting is in the $150,000 to $200,000 range, we have not felt that we could devote this much money to this type of work. At the present time, the condition of our roads and our revenue is such that we feel we have more critical work that must be undertaken first.

Sincerely,

F. B. Klaboe
Director of Transportation

FBK:jv

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
R. L. Schroeder
E. D. Hardt
Bill Geibel

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 6, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: REPAINTING OF THE OLD OREGON CITY-WEST LINN BRIDGE

TO: H. S. COULTER
Highway Engineer

On March 29 State Senator Dick Groener wrote to Mr. Klaboe requesting our consideration of repainting the old arch bridge between Oregon City and West Linn. You have asked us for a rough draft response, which is attached. I've also attached copies of pertinent correspondence that we have on this subject.

As you can see, this is a topic of long-standing concern with the locals in the Oregon City-West Linn area. After referring to my letter of April 13, 1978 to the mayor of Oregon City, you may recall that there was some discussion about a local painting project in West Linn where the citizenry would help us with the painting. At that time you told me that if the 2¢ gas tax of May, 1978 were approved we would contract the bridge painting. The measure, of course, was defeated and we've dropped all thought of a repainting project.

I ended the draft response for Senator Groener rather abruptly because I wasn't sure how you wanted to leave the question. Conceivably, if we got all of the different revenue measures which I've heard about through the Legislature, we might want to consider a painting project. It's difficult for me to assign $100,000 to $200,000 for cosmetics, but as you can tell there is a great deal of local support for this work.

REFER TO
F B Klaboe
BY STATE HWY. ENGR.

Per yr. request

ELH/cr
Attachments
cc Bill Geibel

OFFICE OF PRESIDENT PRO TEMPORE
OREGON STATE SENATE
SALEM, OREGON 97310
(503) 378-8728

RICHARD GROENER
PRESIDENT PRO TEMPORE
HOME ADDRESS
15014 WOODLAND WAY
MILWAUKIE, OREGON 97222
CLACKAMAS COUNTY
DISTRICT 14

COMMITTEES
CHAIRMAN:
LABOR, CONSUMER & BUSINESS AFFAIRS
MEMBER:
ENVIRONMENT & ENERGY
MEMBER:
TRADE & ECONOMIC DEVELOPMENT

March 29, 1979

Fred Kaboe, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

I am writing to you concerning Bridge #357, the arch bridge that spans the Willamette River at Oregon City - West Linn. I strongly feel, that because of it's architectural design and the majestic beauty that this bridge offers the panorama of the Oregon City - West Linn area, that it is well worth being preserved in terms of a fresh paint job.

As a youngster at play, I used to walk across the arches of this bridge during the summer months and it not only nostalgia wise has great value to me, but aesthetically as well. I would hope that your department would see fit to freshen the face of this fine span at your earliest convenience.

Thank you.

Best personal regards,

Dick Groener

Dick Groener
State Senator

DG:lw
cc: Ralph Groener

4/3

RECEIVED
STATE HWY ENGR
APR 2'79
REFER TO
Ed Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		☒				

RECEIVED
DOT DIRECTOR
MAR 30 '79
REFER TO
Coulton
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		☒				

April 13, 1978

Mayor Dean Nichols
City Hall
Oregon City, OR   97045

Dear Sir:

A couple of weeks ago Joe Steinkamp of the Old Store in West Linn asked what the Highway Division's reaction would be to a project to paint the old Oregon City-West Linn Bridge with the work to be done by the citizens of both cities. After discussing this with administrative people in the Highway Division in Salem, I told Joe that the Highway Division would prefer to do the work itself, but up to now we hadn't been able to find funds for the work.

I was told by the Highway Engineer that if the May 23 ballot measure for the 2¢ increase in the gasoline tax was approved he would try to find money in the increased revenue for the bridge painting. No assurances were given as to when this work would be undertaken, since it might take some time to accumulate the $150,000 needed, but barring unforeseen circumstances I think the chances are good that if the 2¢ gas tax increase is approved the Highway Division will undertake the painting of the Oregon City-West Linn Bridge in the next several years.

The Highway Division agrees with the citizens of the area that the bridge badly needs a new coat of paint. Unfortunately, the demands on our maintenance dollars are such that we haven't felt able to authorize this work. If the gas tax increase measure is approved in May, I believe we will see the bridge repainted by the Highway Division.

Sincerely,

Edward L. Hardt
Region Engineer

REGION I
RE RWE RCE OE TE
UE SO RSM RSC
PBI PE TO

ELH/cr
bc H. S. Coulter
R. L. Schroeder

FORM HI 734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 12, 1977

FILE:

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: OLD OREGON CITY-WEST LINN BRIDGE

TO: W. W. GEIBEL
District Engineer

I met on October 11 with officials from the City of Oregon City regarding our Six-Year Construction Program. During the course of the discussion the subject of the old Oregon City-West Linn Bridge came up. The city folks are concerned about (1) repainting the bridge, and (2) the condition of the roadway surface, joints, sidewalks, etc. I told them that the painting cost was over $100,000 and that we had more important things to do with that size of money than worrying about the esthetics of the structure and they seemed to accept that. I told them that I would have someone look at the roadway and the sidewalk, etc., to make sure that there were no structural or safety problems. I would appreciate it if you would have that done and do any patching or repair work that seems prudent.

SE RCE
TE RSM
UE 1977 RSC
SD RSP

ELH/cr

Bart - Let me know what the joint cost is. ELH

[illegible] approx 2 yrs ago

CC E.L. HARDT – WILL LOOK AT SIDEWALK.
SURFACING IS GOOD BUT JOINTS ARE
BAD. HAVE ASKED BART FOR NEW
EST. ON JOINT WORK. WE COULDN'T
AFFORD IT 2 YRS AGO. PROBABLY
CAN'T NOW. WWG
CC BART

DISTRICT 2-A
OCT 14 1977
☑ DE ☐ ADE ☐ DOM ☒ SEC

9443

2

September 10, 1976

71-5

Mr. Alfred Simonson, General Manager
City of Oregon City
Post Office Box 631
Oregon City, OR 97045

Dear Mr. Simonson:

This will acknowledge your request to Mr. Klaboe to paint the old Oregon City-West Linn Bridge. I would be among the first to admit that this particular bridge would look better with a coat of paint, although we normally do not paint concrete structures.

Unfortunately, however, as you are undoubtedly aware the Highway Division is very short of funds. It is certainly our intention to maintain the structural integrity of the bridge but at this time we do not feel justified in expending funds for beautification. It is hoped that our financial condition will permit work of this type in the future.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
C. O. Fredrickson

Area Code 503
[redacted]
Telephone 655-8481

CITY OF OREGON CITY

CITY OF OREGON CITY
S. W. Corner 7th & John Adams • P. O. Box 631
OREGON CITY, OREGON 97045

OREGON CITY, OREGON 97045

FREE
MUNICIPAL
ELEVATOR

Office of
CITY MANAGER

NOTED
H. S. COULTER

August 27, 1976

Mr. F. B. Klaboe
Chief of Operations
Department of Transportation
Salem, Oregon

Dear Mr. Klaboe:

The Oregon City Commission at its meeting of August 12, 1976, discussed at some length the numerous citizen complaints regarding the esthetic condition of the old Oregon City-West Linn bridge.

Functionally, it continues to carry its share of the traffic flow between the two cities, but esthetically it presents an eyesore to the two communities due to a very much deteriorated paint condition. Since the opening of the new I-205 bridge, very little maintenance has been performed on the old bridge to the point that the State Department of Transportation and the Cities of Oregon City and West Linn must hang their heads in shame.

May we ask that you view the bridge as a tourist might or one who lives in the local area and must look at it every day, and hope that funds might be located to clean up and paint this beautifully built bridge.

Yours very truly,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: City of West Linn

NOTED
R. L. SCHROEDER

RECEIVED
AUG 31 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 30 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
DOT OPERATIONS
AUG 30 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

4163

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 9, 1975

FILE: BUD

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: MINOR BETTERMENT
OREGON CITY-WEST LINN BRIDGE

TO: D. H. MOEHRING
Maintenance Engineer

1187

Last spring our administration received a complaint regarding the condition of the old Oregon City-West Linn Bridge from the Hilltop Boosters in Oregon City. Attached is a copy of an April 14 response back to them from Al Johnson. Our evaluation of the deck joints on this structure indicates that we need a major renovation of them. Please refer to a Minor Betterment Prospectus prepared by District Engineer Bill Geibel for this work. The total cost of this work, which we consider to be Betterment, is $23,000 for the bridge joint replacement and $3,000 for an overlay to match the new joints. We consider this a "committed" project and therefore request the release of $26,000 in Betterment funds in order to make the necessary improvements.

ELH/cr
Attachments
cc H. S. Coulter w/attachments
W. W. Geibel

RECEIVED
K 1975
Office of
Assistant State Highway Engineer

MINOR BETTERMENT PROSPECTUS

FOR WORK IN EXCESS OF $5,000

TYPE OF WORK: Joint Repairs

LOCATION: Willamette River Bridge Bridge No. 357

HIGHWAY: Highway 3 MP 11.43

NARRATIVE: This structure is due for an overlay possibly this summer. If this work is scheduled the joints will have to be renewed. The existing joints are devoid of water stop material and the armored corners have worn to the point of removing all or part of the angle. There are two systems listed below which would return these joints to a new condition. One is the installation of new armored corners with a neoprene seal. The second is a transflex joint manufactured by General Tire.

TYPICAL SECTION: See attached drawings

AGREEMENTS: None

ESTIMATED COST:	ARMORED CORNERS	TRANSFLEX
Labor	$16,500	$10,000
Materials	18,000	8,000
Equipment	5,000	5,000
TOTAL	$39,500	$23,000

PAGE
ORIG. DATE 3/6/75-
REV. DATE

ENGINEERED
CONSTRUCTION
PRODUCTS MANUAL

TRANSFLEX 150AC

MADE OF DU PONT NEOPRENE

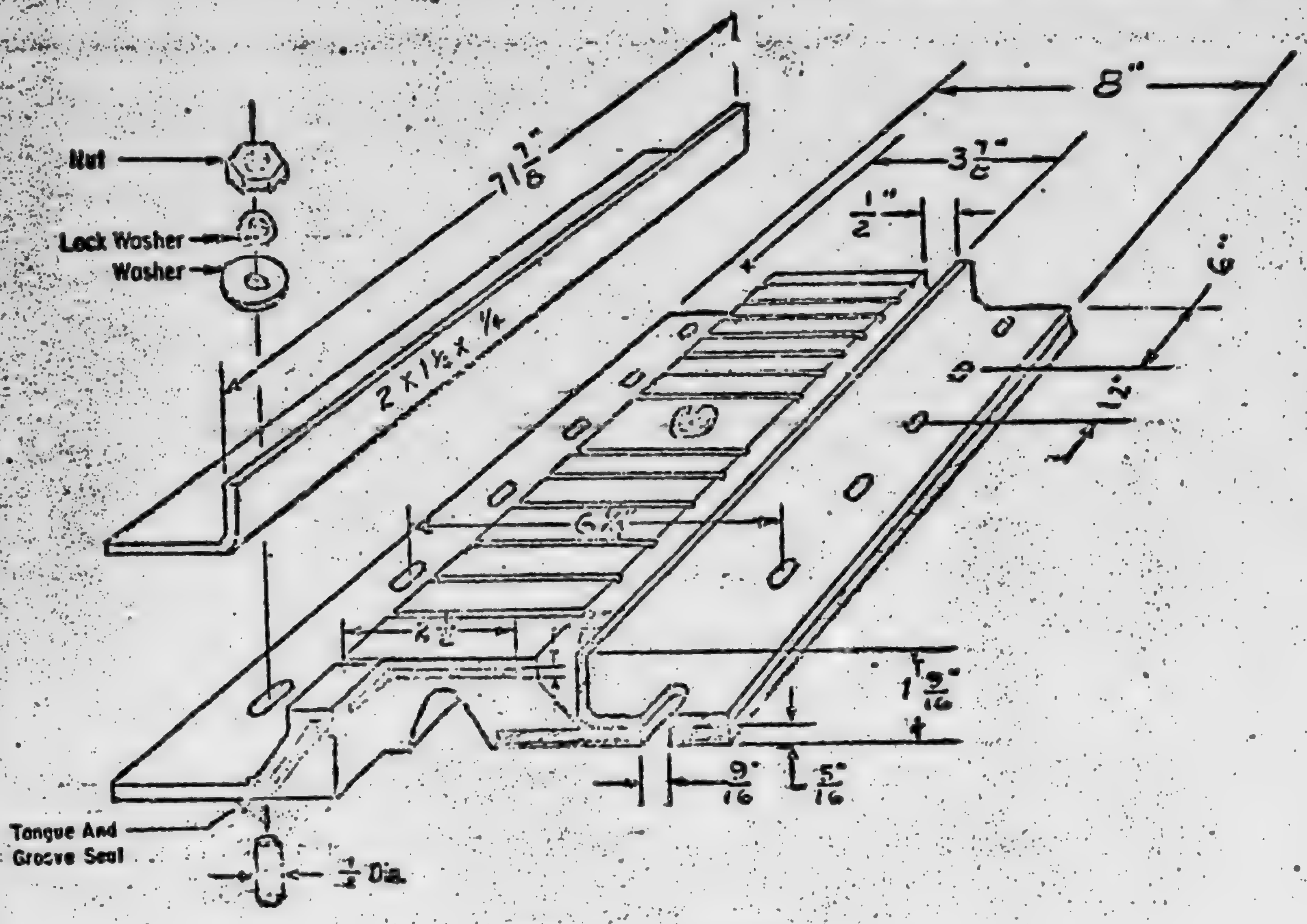
Technical design data

MICHAEL T. BROWN

HERCULES EQUIPMENT & RUBBER CO., INC.
STANDARD RUBBER COMPANY, INC.
THE GASKET SHOP, INC.

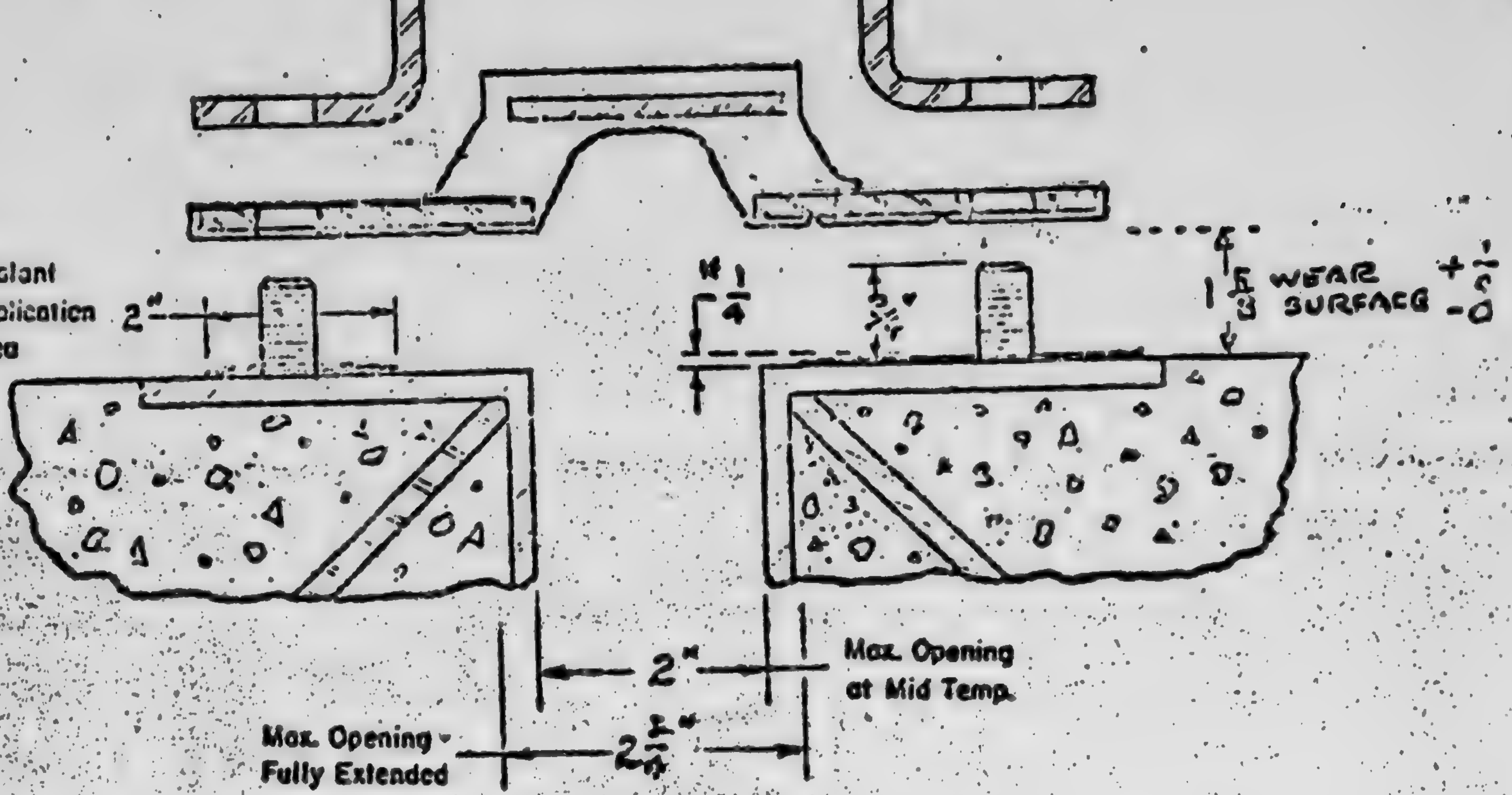
HSG company

435 BRANNAN • SAN FRANCISCO, CA 94107 • (415) 986-2770



DIMENSIONS—INCHES (In accordance with RMA* tolerances)

*Rubber Manufacturers Association, Inc., Rubber Handbook — Specifications for Rubber Products.

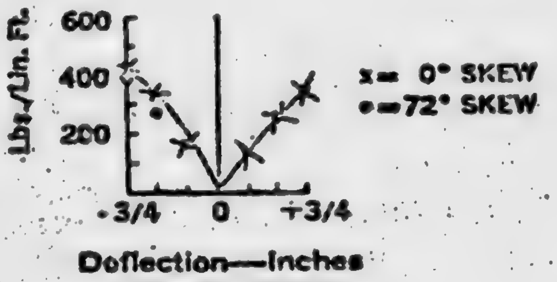

Sealant Application Area
2"
*1/4
3/4"
1 5/8 WEAR SURFACE +1/8 -0
2"
Max. Opening at Mid Temp.
Max. Opening Fully Extended
2 1/4"

Transflex Model 150AC was designed to be placed over existing steel type expansion joints, during resurfacing, with movements of 1½".

Basic construction consists of molded 45 durometer elastomeric body reinforced with steel plates and angles.

Transflex Model 150AC easily accommodates all anticipated deck movements, resists penetration of moisture and debris, and provides level, smooth riding, wear resistant surface.

Transflex joint seals will also allow for beam rotation and vertical misalignment of the joint seal. * Allowable vertical misalignment is 1/4" due to beam rotation.



Model 150AC

1163

NOTED
H. S. COULTER

4-14-75
AE8 1187

H. S. Coulter

1184

This bridge was last painted about 1956. Using the theoretical painting frequency of 15 years for the valley area, it is past due for a paint job. Since there is not enough money to paint every structure at it's ideal frequency, this structure has not been budgeted. The steel arch has been "gunnited" and then painted. The present need for a paint job on this particular bridge is mainly cosmetic.

RECEIVED
APR 15 1975
Office of
Assistant State Highway Engineer

1463

Robert W. Straub
xxxxxxxxxxx

April 14, 1975

1187

Mr. Kenneth M. Mitchell, President
The Hilltop Boosters
612 Molalla Avenue
Oregon City, OR 97045

Dear Mr. Mitchell:

Recently, you requested that the Highway Division make an effort to paint and resurface the Oregon City-West Linn Bridge.

We agree that from an aesthetic standpoint the bridge is in need of paint. However, we estimate that the cost of a new coat of paint would be in excess of $100,000. Safety and environmental considerations, as well as inflation, has made bridge painting a very expensive undertaking. Painting of this bridge has not been placed in our 1975-77 biennial budget. Coastal bridges that require painting to protect their structural integrity were given a higher priority. Careful consideration will be given to your request in our next budget preparation.

This summer our maintenance crews will resurface the deck and repair the deck joints.

Thank you for your concern.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
E. D. Hardt "
W. W. Geibel

WWG:jem/b ja

The Hilltop Boosters
120 Jefferson Street
OREGON CITY, OREGON 97045

March 19, 1975

State Highway Commission
Salem, Oregon

Dear Sirs:

At our Wednesday, March 19, meeting of the Hilltop Boosters, an Oregon City civic club, we decided that it was in order for us to bring to your attention that the Oregon City-West Linn bridge (the old bridge) is in dire need of repainting and resurfacing and has been in need of work for quite some time. We feel that this structure is not only of historical significance to our area, but it is also a very beautiful structure when maintained properly. We, therefore, request that the bridge be painted and surfaced as soon as possible.

A response to our request would be very much appreciated at the earliest possible date so we might inform our members of your forthcoming action. Please mail your response to the Hilltop Boosters, 612 Molalla Avenue, Oregon City, Oregon 97045.

Sincerely,

Kenneth M. Mitchell

Kenneth M. Mitchell
President

kmm/rl

HILLTOP BOOSTERS
612 Molalla Avenue
Oregon City, Oregon 97045

RECEIVED
MAR 24 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR

Info	Inves	R/D	D/K	Sign	Act	File

1982 E. Entrance to SWOCC 9464
(Coos Bay) Sec. of the Cape Arago
Hwy. (Traffic Sig. Install.)

C&A 7598 1-11-82

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 11-14-83	REPORT MADE BY W. N. Bryant		PROJECT NO. F-51(3)
COMPLETION DATE 1-11-83	ACCEPTANCE DATE BY CONTRACT AGENCY 5-11-83	TIME ELAPSED 99 %	CONTRACT TIME 1-12-83 Completion Date
APPROVED EXTENSIONS None	LOCATION Cape Arago at Newmark Ave in the City of Coos Bay		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST ENTRANCE TO SOUTHWESTERN OREGON COMMUNITY COLLEGE
CAPE ARAGO HIGHWAY

Traffic Signal

This project provided for the installation of a traffic actuated signal system at the intersection of the Cape Arago Highway and the Southwestern Oregon Community College in Coos Bay. A contract in the amount of $47,357.50 was awarded Hansen Electric Company on 5-4-82. Work began on 10-15-82 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 1-11-83 at a final cost of $61,871.86 which includes $47,239.90 for bid item work, $1,278.50 for approved changes, $5,353.46 for State force work, and $9,000.00 for construction engineering.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to meet specification requirements. There were no major signifcant overruns or underruns in original bid quantities.

RECEIVED
[illegible] HWY ENGR
[illegible] 83

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original [illegible] G K [illegible] Field Operations [illegible]
TITLE Area Engineer — DATE 11-14-83	TITLE Field Operations Engineer — DATE 11/16/83

FORM FHWA-1446 B (12-73) FORMERLY PR 33E

Previous Editions of PR 33E Will Not Be Used.

9464

May 13, 1983

Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97075

CON 5
#9464

Gentlemen:

Contract No. 9464 awarded to Hansen Electric Co. for traffic signals at the east entrance to S.W.O.C.C. in Coos Bay on Cape Arago Highway in Coos County was completed on March 16, 1983, and accepted by the State Highway Division on May 11, 1983.

Final payment in the amount of $1,000.00 will be released to the contractor after May 18, 1983. The total contract amount is $48,518.40 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Hansen Electric Co.
P.O. Box 1228
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION East Entrance To S.W.O.C.C. (Coos Bay)	WEEK ENDING March 5, 1983
		SECTION PREFIX 106-1076
	HIGHWAY Cape ARago	COUNTY Coos
NAME OF JOB	KIND OF WORK Traffic Signals	
CONTRACTOR Hansen electric Co.	CONTRACT NUMBER 9464	FEDERAL AID PROJECT NUMBER F-51(3)
DATE OF CONTRACT May XMXXXXMX4, 1982	DATE WORK STARTED October 15, 1982	ESTIMATED COMPLETION DATE January 11, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 56,7X6.46	SPECIFIED COMPLETION DATE January 12, 1983	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 52,580.21	ENGINEERING AUTHORIZATION $ 5,120.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 51,343.00	ENGINEERING COST TO DATE $ 8,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT XXXXXXXX UNDERRUN 2 %	PERCENT OF AUTHORIZATION 161 %	DATE PROJECT WAS COMPLETED: January 11, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Showers	0		
MONDAY 28	Showers	0		
TUESDAY 1	showers	0		
WEDNESDAY 2	Cloudy	0		K
THURSDAY 3	Fair	0		RECEIVED
FRIDAY 4	Cloudy	0		RCS DCS [illegible] 1983 TC
SATURDAY 5		0		SCS FEO CONSTRUCTION SECTION FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	No activity
TUESDAY 1	Form for sidewalk on north side
WEDNESDAY 2	No actiivty
THURSDAY 3	Pour sidewalk on north side, completing project activity.
FRIDAY 4	Prepare semifinal estimate for submission 3-7-83
SATURDAY 5	No activity

REMARKS

This will be the last report for this project.

SIGNED F.D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9424 1-21-83

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-51(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division, FHWA
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10075

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-7-83

8. FEDERAL ROUTE NUMBER Primary 41

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

EAST ENTRANCE TO SOUTH WESTERN OREGON COMMUNITY COLLEGE (Coos Bay)

11. GENERAL DESCRIPTION OF WORK

Remove existing signs and furnish and install new legends for changed traffic pattern

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of January 7, 1983, as requested in Mr. Keasey's letter of January 24, 1983 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 4 is approved for a TEC of $300; FF $265.

RECEIVED
STATE HWY ENGR
FEB 1 '83
REFER TO [illegible]
FOR

Info.	Inves	R/D	D/R	Sign	Act	File

14. DATE 1-27-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9464

CON 5

DATE: October 19, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-51(3)

Contract 9464, Work Started October 14, 1982

Project E. Entrance to S.W.O.C.C. (Coos Bay)

Highway Cape Arago

County Coos

RDC:mk

cc: R. D. Church

9/1/84

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 8-200		County COOS
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-51(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 60,718.00	$ 62,790.00
Federal funds	$ 53,540.00	$ 55,367.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction costs, and Construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. F.14

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 25, 1983

FEDERAL AID PROJECT NO. F-51(3)

EAST ENTRANCE TO S.W.O.C.C. (COOS BAY)
CAPE ARGO HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT OF WAY

Right of Way	All Required	$ 1,800.00
	Acquisition Expense	200.00
	TOTAL	$ 2,000.00

TYPE CODE Y031
TRAFFIC SIGNALS

Subtotal of previous estimate of May 4, 1982	$51,282.50

ADDITIONAL ITEMS

Construct Concrete Sidewalk (P.A. #1)	All Required	$ 1,278.50
Remove and Replace Signs (S.F.O. #4)	All Required	300.00
		$ 1,578.50
	Increase	$ 1,578.50
	SUBTOTAL	52,861.00
	Engineering	7,929.00
	TOTAL	$60,790.00

Length of Roadway --------------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Right of Way	$ 2,000.00	$ 1,763.00	$ 237.00
Traffic Signals	60,790.00	53,604.00	7,186.00
TOTAL	$62,790.00	$55,367.00	$7,423.00

Group 1: 100%
Contract No. 9464
Prefix: 106-1962
Prefix: 106-1076
Prefix: 106-2516

RHZ:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 6-16	FEDERAL-AID PROJECT AGREEMENT	County Coos
		Project No. F-5I(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Entrance to S.W.O.C.C. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	1-26-82	0.00
CONSTRUCTION	4-07-72	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 88.18%
$ 60,718.00	$ 53,540.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

By
XX For: H.S. Coulter, P.E.

State Highway Engineer

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 4, 1982

Federal-Aid Project
No. F-51(3)

East Entrance to S.W.O.C.C. (Coos Bay)
Cape Arago Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code R/W
Right of Way

Right of Way		All Required	$ 1,800.00
		Acquisition Expense	200.00
		TOTAL	$ 2,000.00

Type Code Y031

Temporary Protection and Direction of Traffic		All Required	$ 1,352.00
Temporary Signs	179 Sq. Ft.	4.50	805.50
Flagmen	30 Hour	5.00	150.00
Sidewalk Ramps	2 Each	275.00	550.00
Traffic Signal Installation, Complete		All Required	44,500.00
			$47,357.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
State Furnished Software	All Required	500.00
Signal Controller Testing & Turn-on	All Required	1,925.00
		$ 3,925.00
	SUBTOTAL	$51,282.50
	Engineering	7,435.50
	TOTAL	$58,718.00

Length of Roadway ------- 0.00 mi.

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 2,000.00	$ 1,763.00	$ 237.00
Traffic Signals	58,718.00	51,777.00	6,941.00
TOTAL	$60,718.00	$53,540.00	$7,178.00

Group 1	100%
Contract No.	9464
Prefix:	106-1962
Prefix:	106-1076
Prefix:	106-2516

9461

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: April 15, 1982

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 29, 1982 on the following projects:

1. Willamette River (Oregon City Arch) Bridge
   Oswego Highway, Clackamas County
   Structure Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. East Entrance to S.W.O.C.C. (Coos Bay)
   Cape Arago Highway, Coos County
   Traffic Signals
   Pedestrian signals will be installed

3. Cow Creek and Manzanita Safety Rest Areas
   Pacific Highway, Douglas and Josephine Counties
   Building Alteration

   Same as No. 1.

4. Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas
   Columbia River Highway, Hood River and Wasco Counties
   Building Alteration

   Same as No. 1.

5. Vail Creek-Harmony Road
   Santiam Highway, Linn County
   Grading and Paving
   The first three miles of the project is four-lane with fourteen-foot median and eight-foot shoulders and will be striped and signed as a bikeway. The remainder of the project is intermittent construction of left-turn lanes with four-foot shoulders.

Contains
Recycled
Materials
91-125-1 [illegible]

6. Willamette River (Marion Street) Bridge
   Willamina-Salem Highway, Marion County
   Drainage
   Primarily a drainage project. Some sidewalks will be removed and replaced in kind. Footpaths and bikeways to be construction under other contracts.

7. SW 72nd Avenue Interchange (Tigard)
   Beaverton-Tigard Highway, Washington County
   Grading and Paving
   Two-way sidewalk/bikeway with barrier separation on structure to be constructed on the southbound side of this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9464

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-7-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-51(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
Oregon Division - Salem

4. PROGRAM NO.

5. ITEM NO. 10075

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-7-82

8. FEDERAL ROUTE NUMBER Primary 41

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

East Entrance to SWOCC (Coos Bay)

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping	$1500
State-furnished Software	500
Signal Control Testing & Turn-on	1925

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's April 5, 1982 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $87,555; Federal Funds $77,205.

A signed copy of the Title Sheet is returned herewith.

14. DATE 4-7-82

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7404 3-15-82 2,1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-51(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10075

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/15/82

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 210

10. GENERAL LOCATION:
East Entrance to SWOCC (Coos Bay)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY.
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 3/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $10,400 Federal Funds $9,167.

(Increase TEC $3,000 Federal Funds $2,644)

RECEIVED
[illegible]
[illegible] 19 '82
REFER TO Moehring
FOR

14. DATE 3/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-121 [illegible]

9469

1-51-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-51(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10075

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-26-82

8. FEDERAL ROUTE NUMBER Primary 51

9. STATE ROUTE NUMBER Secondary 240

10. GENERAL LOCATION:

East Entrance to SWOCC (Coos Bay)

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 1-12-82 you are now authorized to proceed with the actual acquisition of File #52346 as shown on R/W Map 8B-26-8 at a TEC of $2,000 - Federal Funds $1,763.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JAN 28 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

[illegible]
1-28-82

14. DATE 1-26-82

15. SIGNATURE OF APPROVING OFFICIAL G K Hussner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10075
Project No. F-51(3)
East Entrance to SWOCC (Coos Bay)
Coos County

Enclosed is project data consisting of PR-1 forms, sketch maps, right of way map 8B-26-8 and traffic signal warrants for the subject project.

I request the following:

1) Authorization to proceed with the actual acquisition of file 52346 at an estimated total cost of $2,000 with an obligation of $1,763 in Federal funds. The area to be acquired consists of a permanent easement for traffic control facility as outlined in red on the enclosed right of way map. No relocation assistance is involved.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9464

2.

January 11, 1982

City of Coos Bay
500 Central
Coos Bay, OR 97420

AGR 4

Attention: W. H. Curtis
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7518

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for the installation of traffic signals on the Cape Arago Highway at Fir Street and the East Entrance to Southwest Oregon Community College.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. attached)

Sec. 240

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 23, 1981

J. H. Versteeg
Road Design Engineer

File 52436
East Entrance to Southwestern
Oregon Community College Section
Cape Arago Highway
Coos County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for May 27, 1982.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9464

106-1962 :40

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: W. H. Wakerlig
Right-of-Way Descriptions Engineer

DATE: October 15, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Design
East Entrance to Southwestern Oregon Community College
Cape Arago Highway
Coos County
Prefix 106-1962

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
OCT 16 1981
ROAD DESIGN SECTION

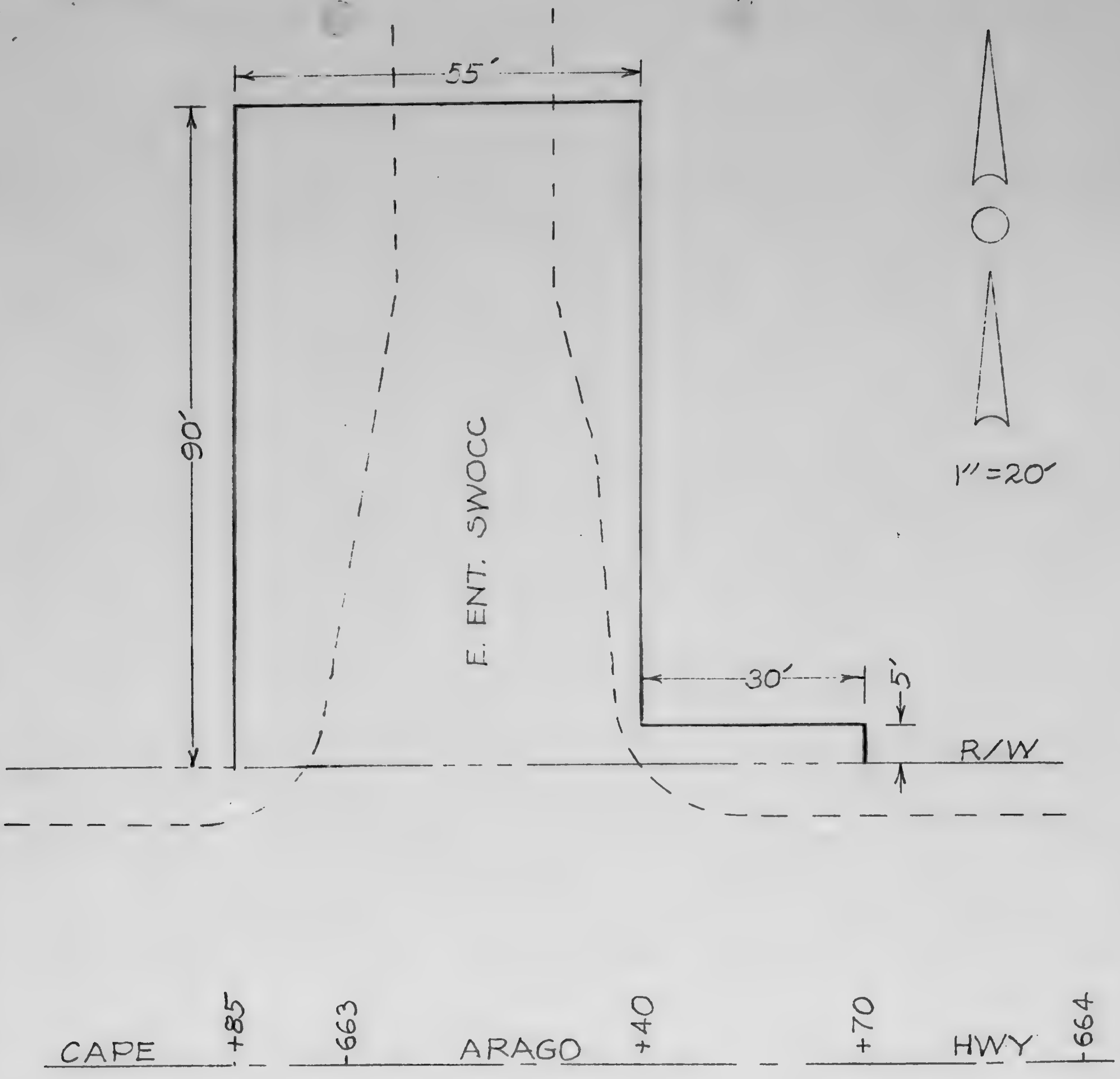
Do Not File
Return To
Bring Up
Action

The proposed traffic signal installation at subject intersection will require an easement for the location of signal poles, detector loops and signal controller. The attached drawing indicates the required area.

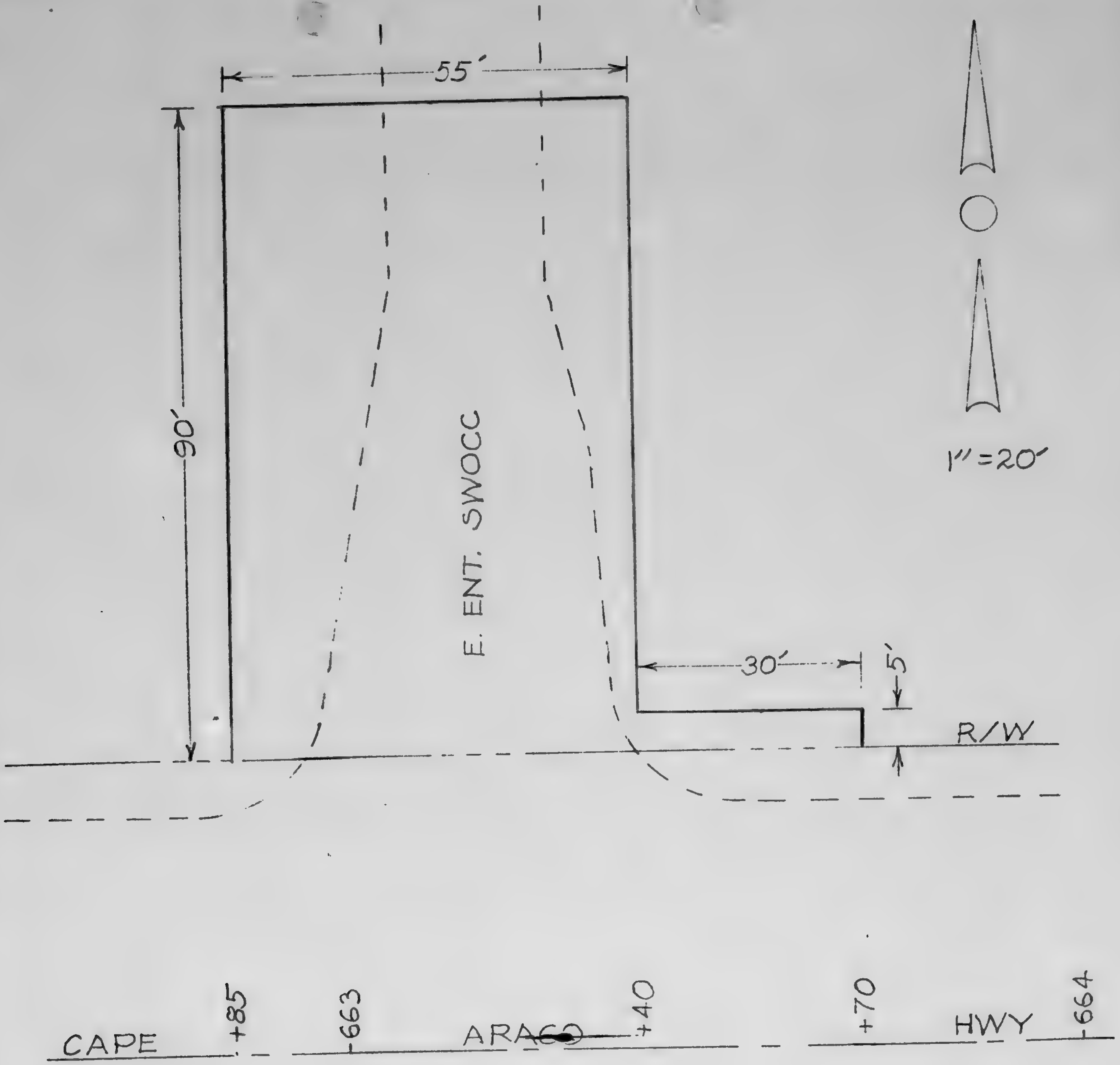
L E George
L. E. George
Traffic Engineer

JB/db

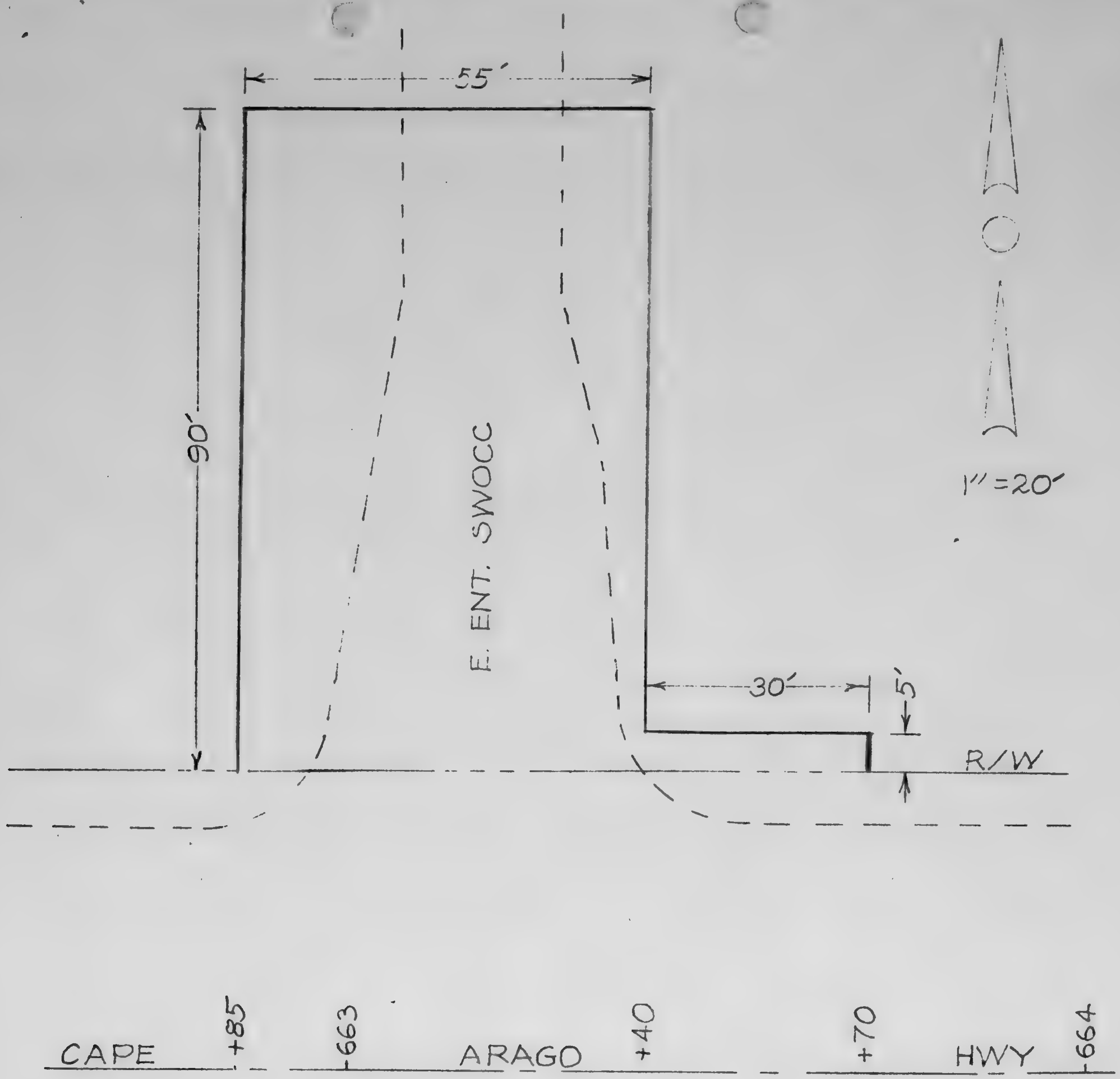
Attachment



PROPOSED EASEMENT
EAST ENTRANCE - SWOCC
COOS COUNTY
10-14-81
106-1962



PROPOSED EASEMENT
EAST ENTRANCE - SWOCC
COOS COUNTY
10-14-81
106-1962



PROPOSED EASEMENT
EAST ENTRANCE - SWOCC
COOS COUNTY
10-14-81
106-1962

9414

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-4-80

FEDERAL AID PROJECT NO. 51(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10075

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

12-15
orig

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/4/80

FEDERAL ROUTE NUMBER Primary 51

STATE ROUTE NUMBER Secondary 240

GENERAL LOCATION:

East Entrance to SWOCC (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $7,400 - F.F. $6,523
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/24/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/4/80	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-855

240

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME East Entrance to SWOCC	
HIGHWAY NAME Cape Arago	HIGHWAY NUMBER 240

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY Coos Bay
LENGTH 0.0	MILEPOST NUMBER 2.36 ~~2.6~~ TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Coos Bay

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Prepare plans, specifications, estimate and installation of a three phase traffic signal.

REFERRED TO
Board
Cole ✓
Eriksen
Ingram
Return
Stoddard
Lamb
Watson W
Dorn
Lee
File Copy Due
Status Due
FINAL DESIGN ENGINEER

1 /
2 Don
3 all
4 W.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 14,300 @ M.P. 2.24	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35 MPH	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Pespin
Location Engineer
Date 9/25/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☐	☒	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(12.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	F. 2Q'83 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

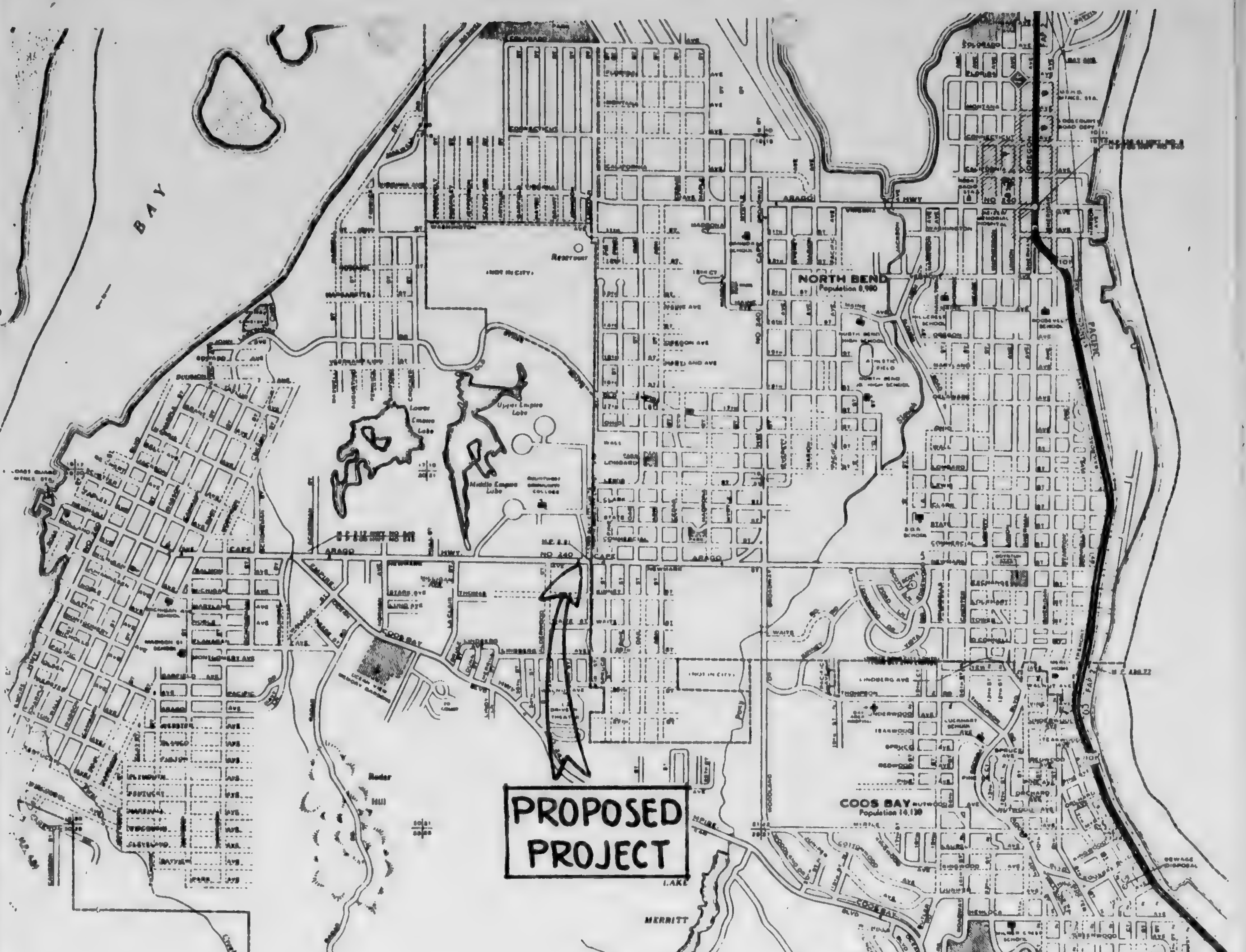
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		7,400
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. - 15,000		

SUBMITTED BY F.D. Morrison


BAY
NORTH BEND
Population 8,980
COOS BAY
Population 14,130
PROPOSED PROJECT
LAKE
MERRITT
UPPER PONY
CREEK
RES
Telegraph Hill
ARAGO
HWY
NO 240
ENGLEWOOD
CALIFORNIA

1982 Cow Ck. and Manzanita Safety Rest Areas. (Building Improvements) 9465

August 3, 1983

CON

Banducci Bros. Const.
P. O. Box 2307
Roseburg, OR 97470

NOTED
W. E. SCHWARTZ

Time Extension Request
Cow Creek & Manzanita Safety Rest Areas
Contract No. 9465
FAP No. IR-5-2(96)63

Your request for additional contract time in which to complete the above project has been carefully considered. The time required to review submittals, 14 days and 5 days, was reasonable and therefore does not warrant additional contract time. Your request is accordingly denied.

There remains seven days of liquidated damages under this contract. Should you wish to submit additional data, or to further review this matter, please contact Project Manager William Maude.

C T Keasey

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
William Maude w/att.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer
Attn: O. B. Jackmond

DATE: July 29, 1983

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Contractor's Request for Increase in Work Days
Contract No. 9465
Cow Creek-Manzanita Rest Areas

I am attaching copies of contractor's request for increase in work days on subject project.

As I understand the record presented here, the contested submittals for the toilet partitions required a turn-around time of 14 days for the first submittal which required correction, and a 5-day turn around submittal at which time they were approved. I find these turn-around times to be well within our standard guidelines and, therefore, can find no basis for granting additional time.

As I explained in our telephone conversation, there was a mix-up in the correspondence in our region that led to this untimely submittal of these forms and the denial recommendation.

It would appear that the final payment has been made and the contractor should be notified of the status of this request.

jjg/cw
Attach.

cc V. E. Skoog
Wm. Maude

W. E. Schwartz -

Shop drawing turn around times of 14 days and 5 days is reasonable. I concur with Region and project manager that this request be denied.

O.B. Jackmond

RECEIVED
AUG 1 1983
CONSTRUCTION SECTION

___ CE ___
___ CAE ___
___ FOE ___
___ OCS ___
___ SCS ___
___ EEO ___
___ OM ___
___ CA ___
___ LS ___
___ TC ___
___ FE ___
___ CP ___

U.S. GOVERNMENT PRINTING OFFICE: [illegible]

rn cc: H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas & Josephine	DIVISION Oregon
DATE OF REPORT 7/11/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. IR-5-2(96)63
COMPLETION DATE 9/24/82	ACCEPTANCE DATE BY CONTRACT AGENCY 4/4/83	TIME ELAPSED 106 %	CONTRACT TIME 120 C.C
APPROVED EXTENSIONS None	LOCATION I-5, 2.8 Mi. North of Josephine Co. Line, South 19.3 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COW CREEK AND MANZANITA SRA

Pacific Highway

Building Improvements

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

This project provided for remodeling of buildings and grounds necessary to provide access for handicapped. A contract in the amount of $49,694.00 was awarded Banducci Brothers Construction, Roseburg, Oregon on May 4, 1982. Work began on July 6, 1982 and was completed in reasonable close conformance with the approved plans and specifications, including approved changes, on September 24, 1982 at a final estimated cost of $61,891.61 which includes $49,694.00 for bid items, $952.61 for approved changes, $11,700.00 for engineering and a $455.00 credit for liquidated damages.

A total of 127 calendar days were used as compared to the 120 calendar days allowed by the contract. Liquidated damages in the amount of $65 per day was assessed accordingly. Project records indicate that all materials incorporated into the work were tested or inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. These were no major significant overruns or underruns in the bid items.

Due to the nature of the work involved and the considerable travel distances involved (50 miles one way), the construction engineering cost ($11,700.) exceeded the original authorized amount of $5,129.00 by 128 percent.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original Signed By J K HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 7/11/83	TITLE FOE	DATE 7/15/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9465

April 14, 1983

W. R. Reed and Company
4800 S.W. Macadam
Portland, OR 97201

CON 5
#9465

Gentlemen:

Contract No. 9465 awarded to Banducci Brothers Construction for building improvements in the Cow Creek & Manzanita Safety Rest Areas in Douglas and Josephine Counties was completed on February 24, 1983, and accepted by the State Highway Division on April 4, 1983.

Final payment in the amount of $500.00 will be released to the contractor after April 19, 1983. The total contract amount is $50,191.61 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Banducci Brothers Construction
P.O. Box 2307
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

946

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	3-21
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-1-83

State: Oregon
County: Douglas & Josephine
Project Number: IR-5-2(96)63

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 57,357.00	$ 58,703.00
Federal funds	$ 52,893.00	$ 54,135.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Section Manager
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 28, 1983

Federal-Aid Project
No. IR-5-2(96)63

Cow Creek & Manzanita S.R.A.
Pacific Highway
Douglas & Josephine Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Cow Creek Safety Rest Area

Subtotal of previous estimate of May 4, 1983		$ 12,015.00
	Engineering	1,802.00
	Total	$ 13,817.00

Type Code Y022
Manzanita S.R.A.

Subtotal of previous estimate of May 4, 1982		$ 38,079.00

Additional Items

Adjust Sprinkler System (P.A. #1)	All Required	$ 714.99
Exposed Aggregate Concrete (P.A. #2)	All Required	237.62
		$ 952.61
	Increase	$ 952.61
	Subtotal	$ 39,031.61
	Engineering	5,854.39
	Total	$ 44,886.00

Length of Roadway ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Cow Creek SRA	$ 13,817.00	$ 12,742.00	$ 1,075.00
Manzanita SRA	44,886.00	41,393.00	3,493.00
	$ 58,703.00	$ 54,135.00	$ 4,568.00

Group 1 100%
Contract No. 9465
Prefix: 637-1915D
Prefix: 617-1014

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-157	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Douglas & Josephine Project No. IR-5-2(96)63

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cow Creek & Manzanita SRA's

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-82	0.00
OTHER *(Specify)*		

FUNDS

PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 57,357.00	FEDERAL FUNDS $ 52,893.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XX By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 4, 1982

Federal-Aid Project
No. IR-5-2(96)63

Cow Creek and Manzanita S.R.A.
Pacific Highway
Douglas & Josephine Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y022
Cow Creek S.R.A.

Remodel Existing Toilet Building, Etc. at Cow Creek, S.R.A.	All Required	$ 11,815.00
		$ 11,815.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$ 12,015.00
	Engineering	1,742.00
	TOTAL	$ 13,757.00

Type Code Y022
Manzanita S.R.A.

Remodel Existing Toilet Building, Etc. at Manzanita, S.R.A.	All Required	$ 37,879.00
		$ 37,879.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$ 38,079.00
	Engineering	5,521.00
	TOTAL	$ 43,600.00

Length of Project ----------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Shrub Removal, Manzanita, S.R.A.	All Required	$ 200.00
Adjust Irrigation Plan Slopes, Manzanita, S.R.A.	All Required	1,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Cow Creek, S.R.A.	$ 13,757.00	$ 12,686.00	$1,071.00
Manzanita, S.R.A.	43,600.00	40,207.00	3,393.00
TOTAL	$ 57,357.00	$ 52,893.00	$4,464.00

Group 1 100%
Contract No. 9465
Prefix: 637-1915D
Prefix: 637-1014

11

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cow Creek & Manzanita Safety Rest Areas

WEEK ENDING: February 5,1983

SECTION PREFIX: 617-1014

HIGHWAY: Pacific

COUNTY: Douglas & Josephine

NAME OF JOB: Cow Creek & Manzanita SRA's

KIND OF WORK: Building Improvements

CONTRACTOR: Banducci Brothers Const

CONTRACT NUMBER: 9465

FEDERAL AID PROJECT NUMBER: IR-5-2(96)63

DATE OF CONTRACT: May 4,1982

DATE WORK STARTED: July 6,1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 127

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 106

PROJECT AUTHORIZATION. $58,731.63

EXCLUSIVE OF ENGINEERING: $53,603.23

ENGINEERING AUTHORIZATION $5,129.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $52,191.61

ENGINEERING COST TO DATE $12,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN -3 %

PERCENT OF AUTHORIZATION 234 %

DATE PROJECT WAS COMPLETED: September 24,1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

CE CAL FOL OCS SCS EO
RECEIVED
FEB 9 1983
CONSTRUCTION SECTION
OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractor has submitted the remaining documentation, the semi-final estimate has been submitted, the third notification submitted and no further reports will be distributed for the project.

SIGNED Stan Dobbs for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9465.

I-5

ROAD DESIGN SECTION

NO
E. S. HUNTER

Bill Maude
Project Manager

July 13, 1982

Merle Anderson
Landscape Architect

Cow Creek-Manzanita Safety Rest Areas
Building Improvements Contract No. 9465
Re: Handicap Access-Southbound Manzanita

1 Verstoeg ✓
Anderson
Adams
2 Olson ✓
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 13 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

I reviewed the project Thursday, July 8th, with Vern Neiswanger. The following are items we discussed that need to be changed or added to the contract.

1. Major handicap access to be from the Truck Parking area.

2. Provide signing to direct handicap traffic into Truck Parking area.

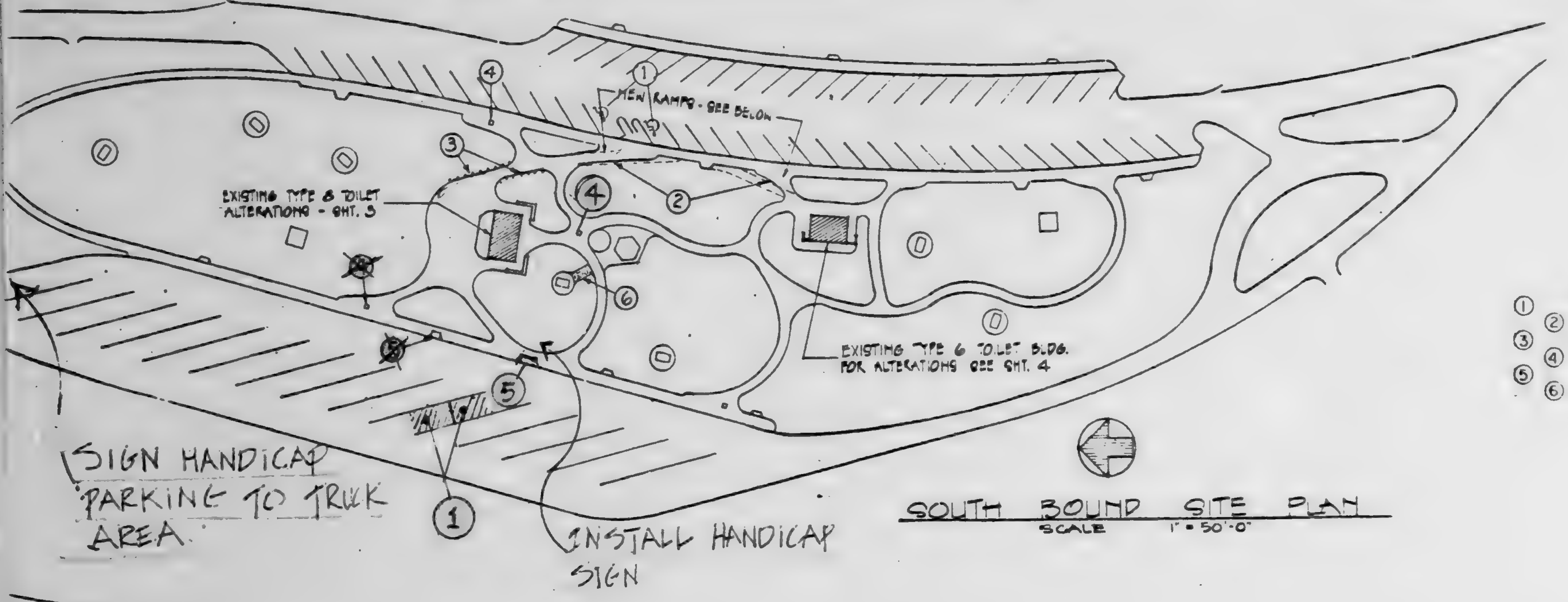
3. One Truck Parking stall to be striped and marked with handicap symbols. Divide length of stall to provide two car parking spaces.

4. Change plan location of proposed curb cut ramp to area shown on the attached sheet.

5. Replace drinking fountain near the T.I.C.O. Building, instead of the one shown on the plans. Replace with a handicap fountain (see attached sheet).

MA:kg

attachment
cc: Bud Shirley

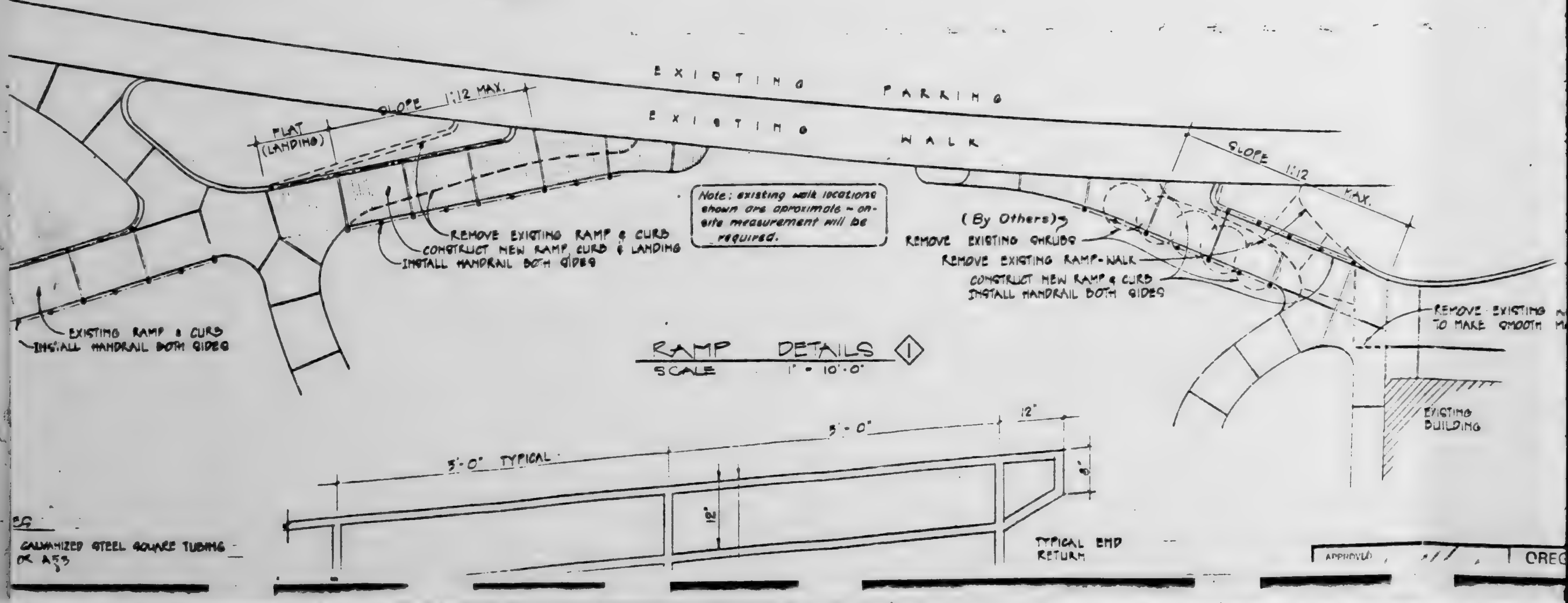


NEW RAMPS - SEE BELOW
EXISTING TYPE 8 TOILET ALTERATIONS - SHT. 5
EXISTING TYPE 6 TOILET BLDG. FOR ALTERATIONS SEE SHT. 4
1
2
3
4
5
6
SIGN HANDICAP PARKING TO TRUK AREA.
INSTALL HANDICAP SIGN

SOUTH BOUND SITE PLAN
SCALE 1" = 50'-0"

SITE WO

① PAINT HANDICAPPED SYMBOLS IN
② REMOVE EXISTING - CONSTRUCT NEW
③ INSTALL NEW HANDRAILS - DETAIL
④ REMOVE EXISTING - INSTALL NEW
⑤ CONSTRUCT NEW CURB RAMP - DET
⑥ CONSTRUCT NEW 6FT. WIDE CONC. WA

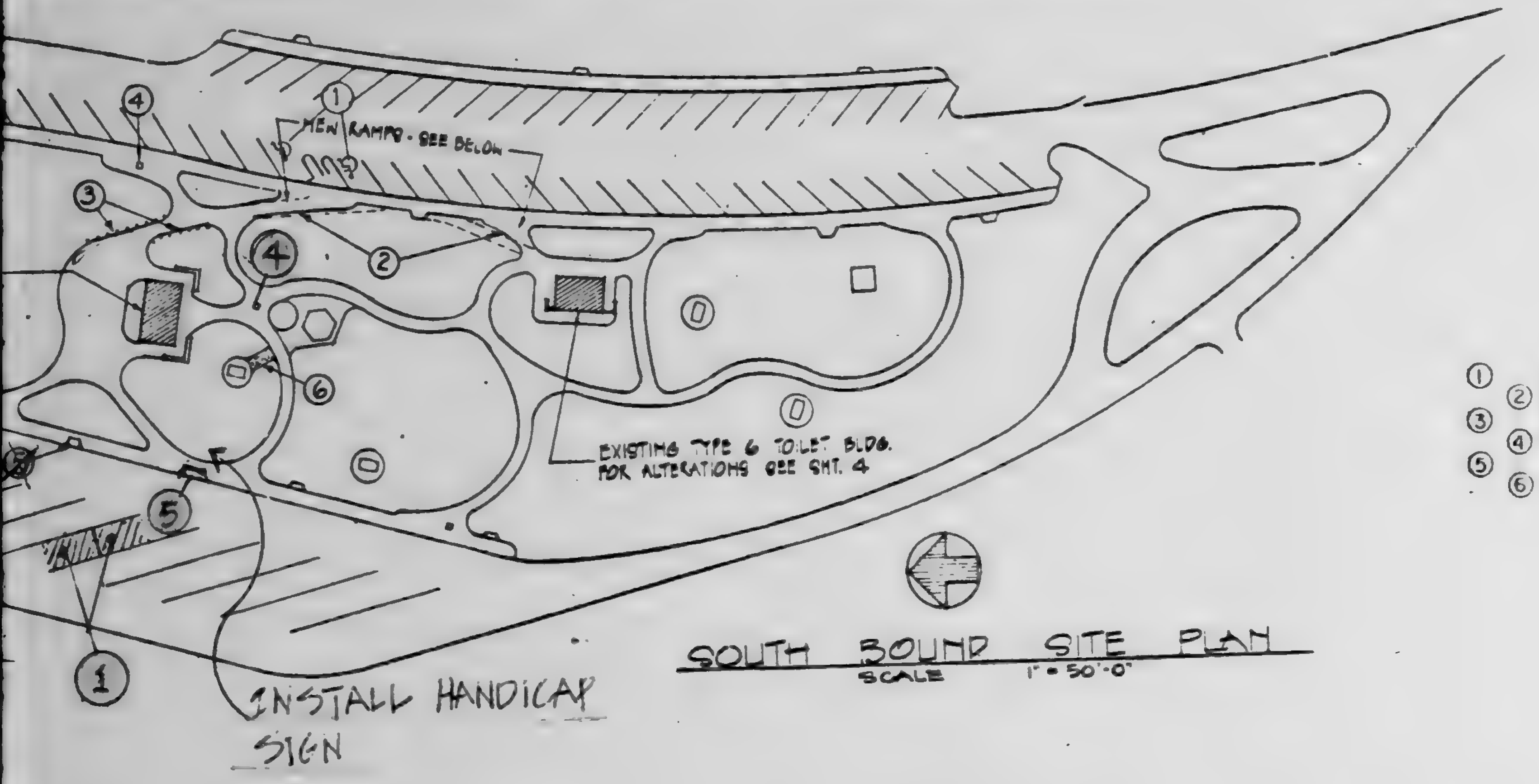


EXISTING PARKING
EXISTING WALK
FLAT (LANDING)
SLOPE 1:12 MAX.
REMOVE EXISTING RAMP & CURB
CONSTRUCT NEW RAMP CURB & LANDING
INSTALL HANDRAIL BOTH SIDES
EXISTING RAMP & CURB
INSTALL HANDRAIL BOTH SIDES
SLOPE 1:12 MAX.
(By Others)
REMOVE EXISTING SHRUBS
REMOVE EXISTING RAMP-WALK
CONSTRUCT NEW RAMP & CURB
INSTALL HANDRAIL BOTH SIDES
REMOVE EXISTING
TO MAKE SMOOTH
EXISTING BUILDING
5'-0" TYPICAL
5'-0"
12"
12"
6"
TYPICAL END RETURN
GALVANIZED STEEL SQUARE TUBING OR A53

Note: existing walk locations shown are approximate - on-site measurement will be required.

RAMP DETAILS ◇1
SCALE 1" = 10'-0"

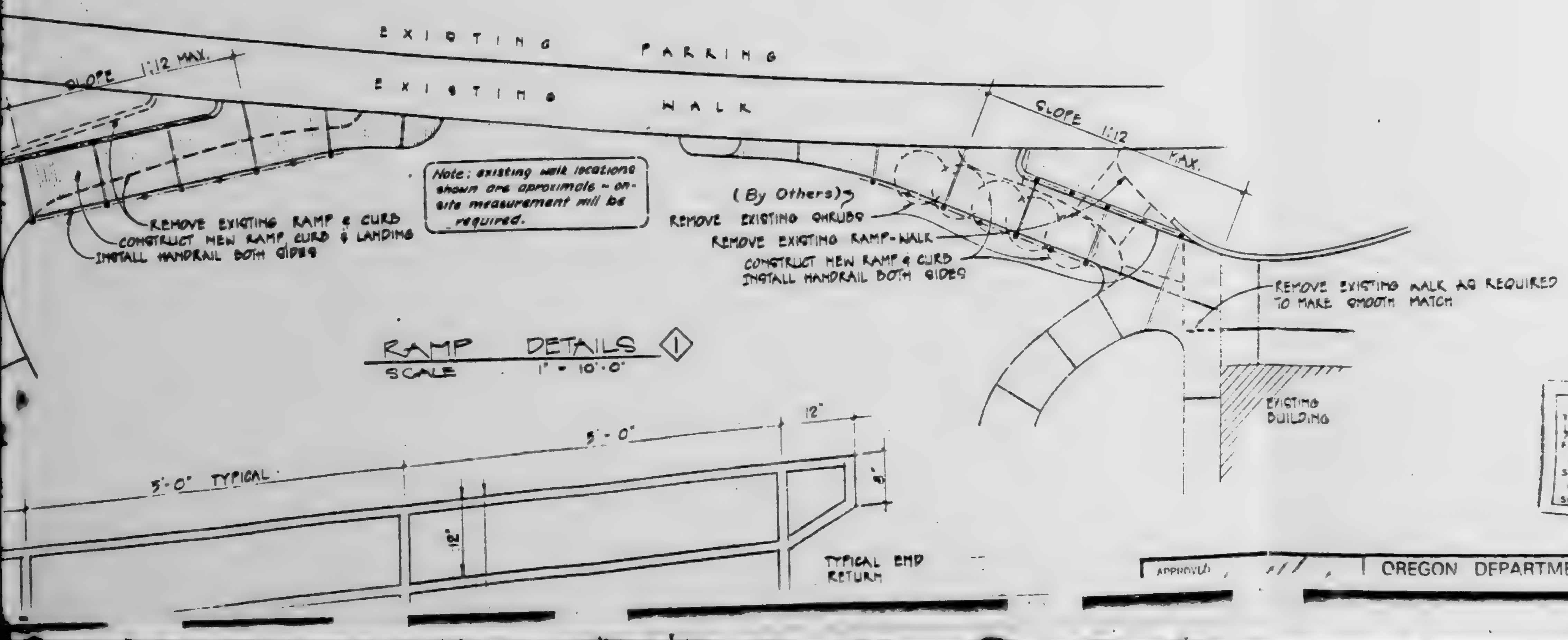
APPROVED , / / , | OREG



SOUTH BOUND SITE PLAN
SCALE 1" = 50'-0"

SITE WORK ITEMS

① PAINT HANDICAPPED SYMBOLS IN STALLS (BY OTHERS)
② REMOVE EXISTING - CONSTRUCT NEW WALKS, CURBS & HANDRAILS - DETAILS ◇1◇ ◇2◇
③ INSTALL NEW HANDRAILS - DETAIL ◇2◇
④ REMOVE EXISTING - INSTALL NEW DRINKING FOUNTAIN - DETAIL ◇5◇ SHEET 2
⑤ CONSTRUCT NEW CURB RAMP - DETAIL ◇4◇ SHEET 2
⑥ CONSTRUCT NEW 6FT. WIDE CONC. WALK TO PICNIC TABLE


EXISTING PARKING
EXISTING WALK
SLOPE 1:12 MAX.
REMOVE EXISTING RAMP & CURB
CONSTRUCT NEW RAMP CURB & LANDING
INSTALL HANDRAIL BOTH SIDES
SLOPE 1:12 MAX.
(By Others)
REMOVE EXISTING SHRUBS
REMOVE EXISTING RAMP-WALK
CONSTRUCT NEW RAMP & CURB
INSTALL HANDRAIL BOTH SIDES
REMOVE EXISTING WALK AS REQUIRED
TO MAKE SMOOTH MATCH
EXISTING
BUILDING
12"
5'-0"
5'-0" TYPICAL
12"
8"
TYPICAL END
RETURN

Note: existing walk locations shown are approximate ~ on-site measurement will be required.

RAMP DETAILS ◇1◇
SCALE 1" = 10'-0"

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DR.
FOR EXAMPLE
INDICATED SCALE ¼" = 1'-0"
SHOULD BE READ ⅛" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

APPROVED , / / , OREGON DEPARTMENT OF TRA

11

I-5

ROAD DESIGN SECTION

Bill Maude
Project Manager

June 29, 1982

Merle A. Anderson
Merle Anderson
Landscape Architect

Cow Creek-Manzanita Safety Rest Areas
Buildings Improvements Contract No. 9465
Re: Handicap Access-Southbound Manzanita

Hal Versteeg requested that I review the possibilities of signing and providing major access for the Handicapped on the truck parking side of the SB Unit Manzanita. Access from this side would be less restricted for the Handicapped. This would be an addition to the present contract work.

Enclosed are two sketches of proposed areas for Handicap Parking. Please review the areas shown and evaluate the feasibility of developement for each.

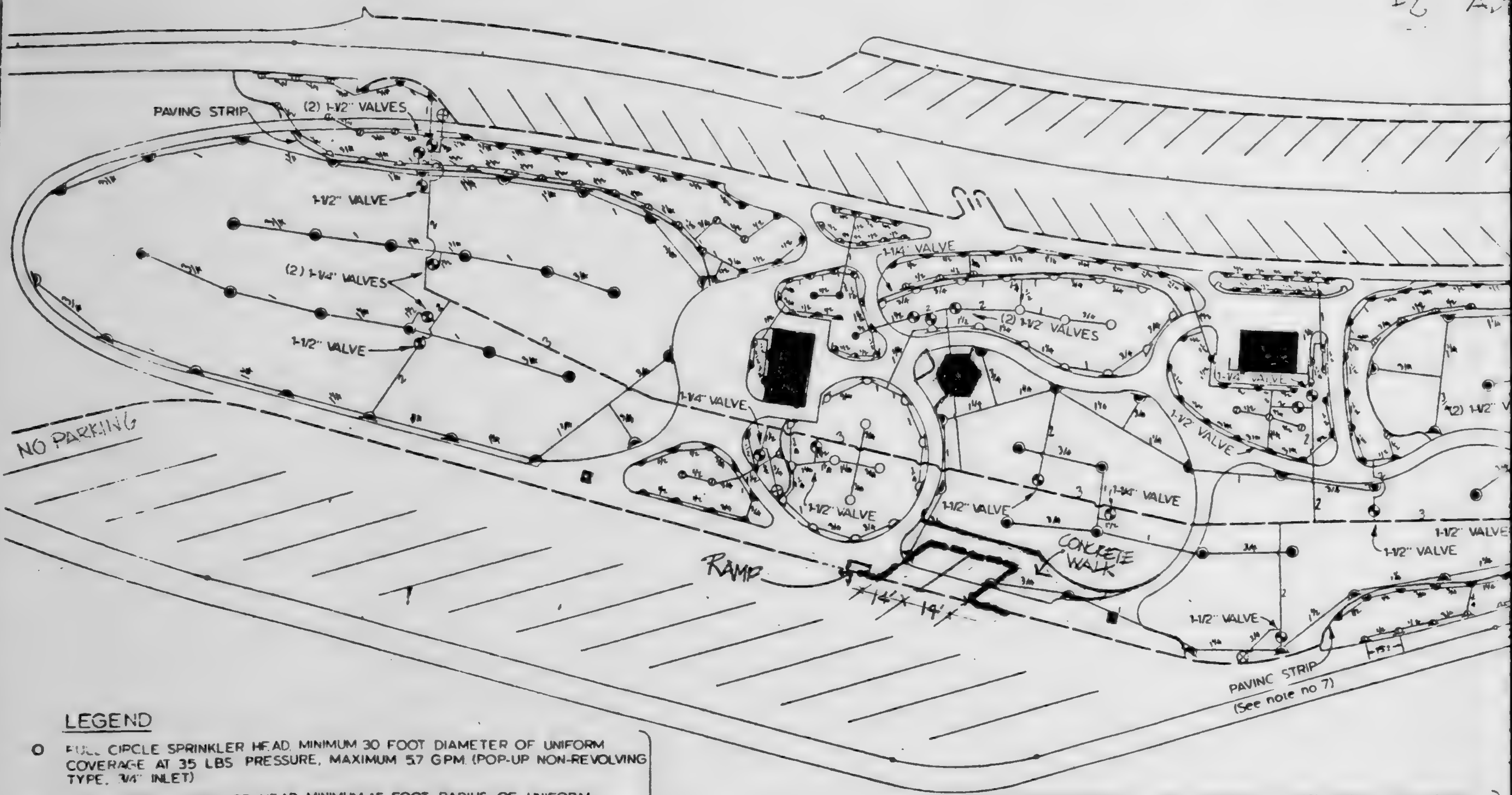
MA:kg

Enclosures

1 Versteeg ✓
Anderson
Adams
2 Olson aoo
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 30 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring [illegible] ___/___/___
Action



LEGEND

- ○ FULL CIRCLE SPRINKLER HEAD, MINIMUM 30 FOOT DIAMETER OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 5.7 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)
- ◠ HALF CIRCLE SPRINKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 3.8 GPM (POP-UP NON-REVOLVING [illegible] INLET)
- ◺ QUARTER CIRCLE SPRINKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 3.0 GPM (POP-UP NON-REVOLVING TYPE 3/4" INLET)
- ◇ THIRD CIRCLE SPRINKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 3.5 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)

STANDARD NOZZLE

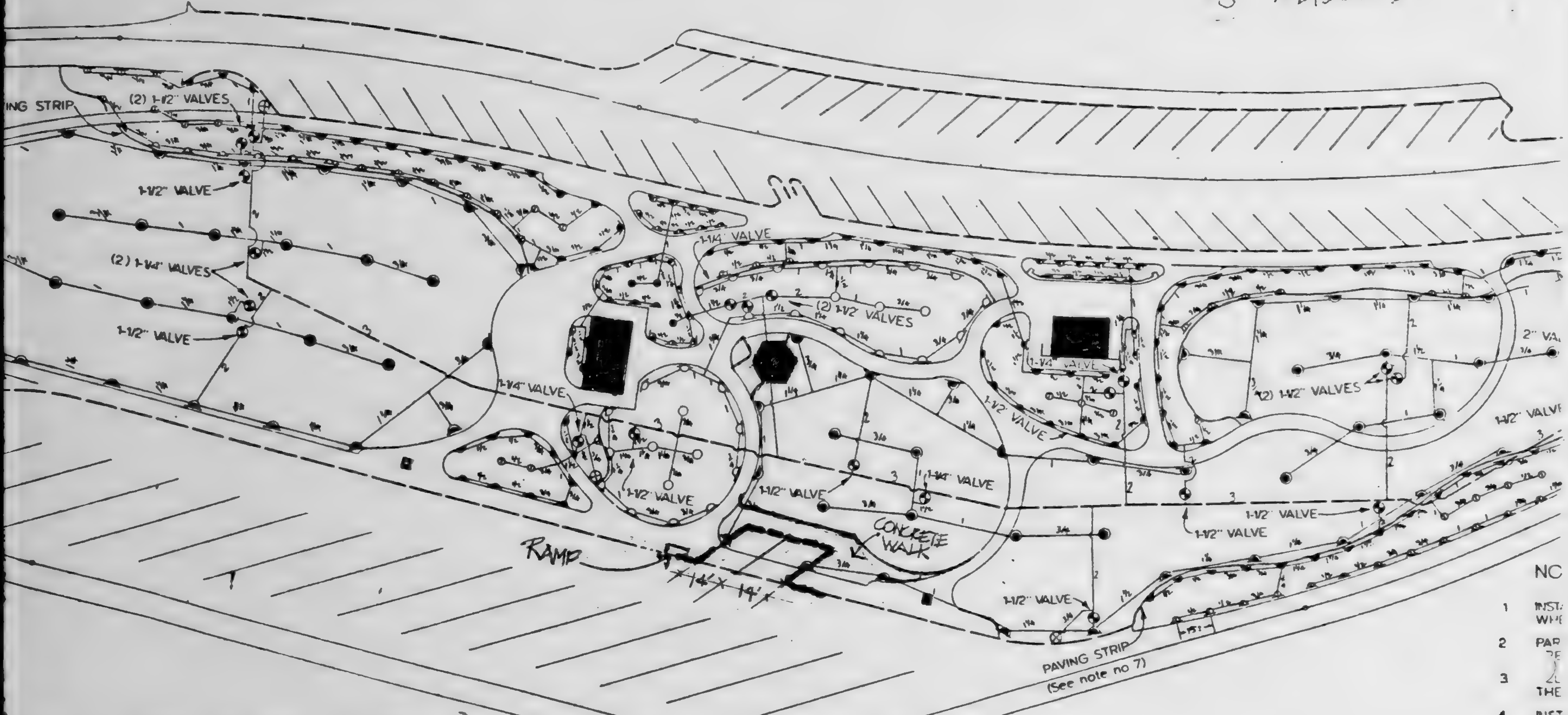
- • FULL CIRCLE SHRUBBERY HEAD, MINIMUM 24 FOOT DIAMETER OF UNIFORM COVERAGE AT 20 LBS PRESSURE, MAXIMUM 3.0 GPM (1/2" INLET, ON RISER)
- ▲ HALF CIRCLE SHRUBBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM COVERAGE AT 20 LBS PRESSURE, MAXIMUM 2.5 GPM (1/2" INLET, ON RISER)
- ◆ THIRD CIRCLE SHRUBBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM COVERAGE AT 20 LBS PRESSURE, MAXIMUM 2.0 GPM (1/2 INLET, ON RISER)
- SHRUBBERY HEAD MIN[illegible] FOOT RADIUS OF UNIFORM

STANDARD NOZZLE

- ◣ QUARTER CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.0 GPM (HI-POP BODY, 1/2" INLET)
- ● FULL CIRCLE SHRUBBERY HEAD, MINIMUM 20 FOOT DIAMETER OF UNIFORM COVERAGE AT 15 LBS. PRESSURE, MAXIMUM OF 1.5 GPM (1/2" INLET, ON RISER)
- ▲ HALF CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.2 GPM (1/2" INLET, ON RISER)
- ◉ FULL CIRCLE SPRINKLER HEAD, MINIMUM 80 FOOT DIAMETER OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM (POP-UP ROTARY TYPE)
- ◓ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM (POP-UP ROTARY TYPE)
- ◠ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM., WITH DISTANCE CONTROL AND ANTI-BACKSPLASH DEVICE. (AGRICULTURAL ROTARY TYPE, 1/2" INLET)
- ⊕ AUTOMATIC SECTION CONTROL VALVE, RAIN BIRD TH OR APPROVED EQUAL

SCALE: 1 = 60

#2 ALTERNATE



PRINKLER HEAD, MINIMUM 30 FOOT DIAMETER OF UNIFORM
35 LBS PRESSURE, MAXIMUM 57 GPM (POP-UP NON-REVOLVING
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SPRINKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM
35 LBS PRESSURE, MAXIMUM 38 GPM. (POP-UP NON-REVOLVING
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E SPRINKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM
35 LBS PRESSURE, MAXIMUM 30 GPM (POP-UP NON-REVOLVING
T)

SPRINKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM
5 LBS PRESSURE, MAXIMUM 35 GPM (POP-UP NON-REVOLVING
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STANDARD NOZZLE

SHRUBBERY HEAD, MINIMUM 24 FOOT DIAMETER OF UNIFORM
20 LBS. PRESSURE, MAXIMUM 30 GPM (1/2" INLET, ON RISER)

HRUBBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM
20 LBS. PRESSURE, MAXIMUM 25 GPM (1/2" INLET, ON RISER)

HRUBBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM
20 LBS. PRESSURE, MAXIMUM 20 GPM (1/2 INLET, ON RISER)

HRUBBERY HEAD MIN [illegible] FOOT RADIUS OF UNIFORM

STANDARD NOZZLE

◣ QUARTER CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.0 GPM (HI-POP BODY, 1/2" INLET)

• FULL CIRCLE SHRUBBERY HEAD, MINIMUM 20 FOOT DIAMETER OF UNIFORM COVERAGE AT 15 LBS. PRESSURE, MAXIMUM OF 1.5 GPM (1/2" INLET, ON RISER)

▲ HALF CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE. MAXIMUM OF 1.2 GPM (1/2" INLET, ON RISER)

UNDERSIZE NOZZLE

● FULL CIRCLE SPRINKLER HEAD MINIMUM 80 FOOT DIAMETER OF UNIFORM COVERAGE AT 40 LBS. PRESSURE, MAXIMUM OF 4.4 GPM. (POP-UP ROTARY TYPE)

◓ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM. (POP-UP ROTARY TYPE)

◠ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM., WITH DISTANCE CONTROL AND ANTI-BACKSPLASH DEVICE. (AGRICULTURAL ROTARY TYPE, 1/2" INLET)

⊕ AUTOMATIC SECTION CONTROL VALVE, RAIN BIRD TH OR APPROVED EQUAL

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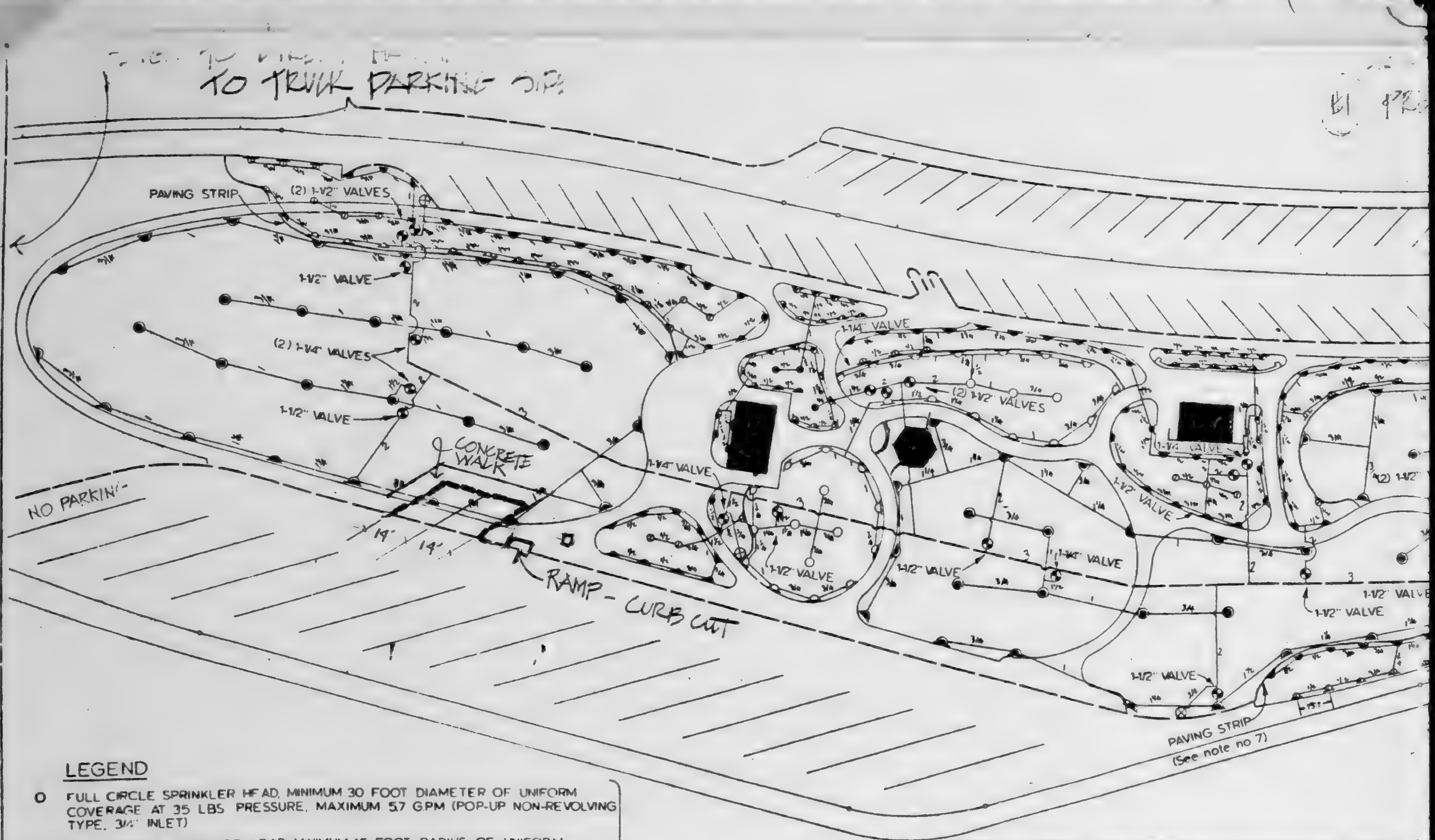
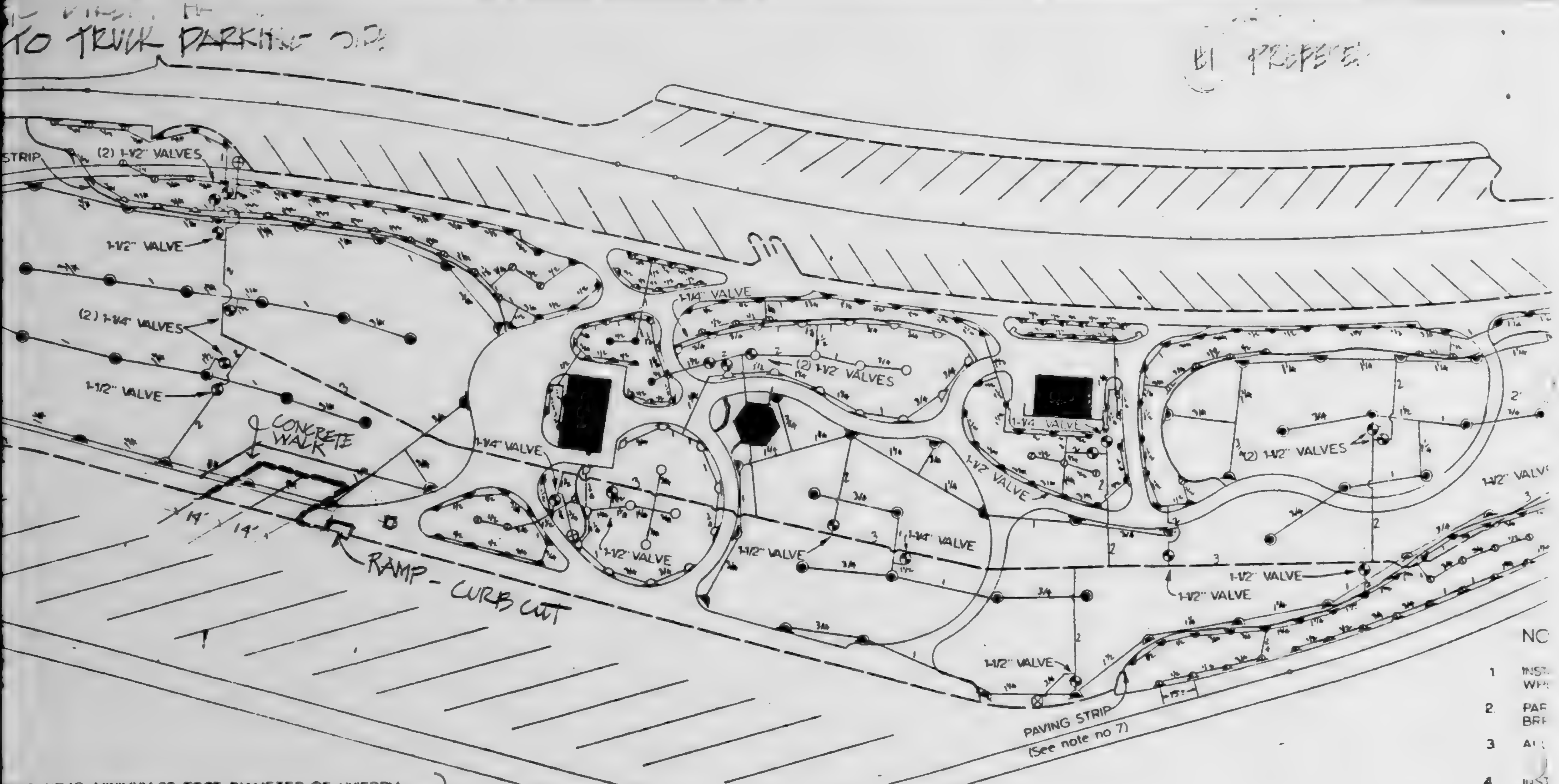


LEGEND

○	FULL CIRCLE SPRINKLER HEAD, MINIMUM 30 FOOT DIAMETER OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 5.7 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)	STANDARD NOZZLE
◠	HALF CIRCLE SPRINKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 3.8 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)	
◣	QUARTER CIRCLE SPRINKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE, MAXIMUM 3.0 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)	
◇	THIRD CIRCLE SPRINKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM COVERAGE AT 35 LBS PRESSURE MAXIMUM 3.5 GPM (POP-UP NON-REVOLVING TYPE, 3/4" INLET)	
•	FULL CIRCLE SHRUBBERY HEAD MINIMUM 24 FOOT DIAMETER OF UNIFORM COVERAGE AT 20 LBS PRESSURE MAXIMUM 3.0 GPM (1/2" INLET, ON RISER)	STANDARD NOZZLE
▲	HALF CIRCLE SHRUBBERY HEAD MINIMUM 12 FOOT RADIUS OF UNIFORM COVERAGE AT 20 LBS PRESSURE, MAXIMUM 2.5 GPM (1/2" INLET, ON RISER)	
◆	THIRD CIRCLE SHRUBBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM COVERAGE AT 20 LBS PRESSURE MAXIMUM 2.0 GPM (1/2" INLET ON RISER)	
•	HALF CIRCLE SHRUBBERY HEAD MINIMUM 12 F [illegible] UNIFORM	
◣	QUARTER CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.0 GPM (HI-POP BODY, 1/2" INLET)	
●	FULL CIRCLE SHRUBBERY HEAD, MINIMUM 20 FOOT DIAMETER OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.5 GPM (1/2" INLET, ON RISER)	
▲	HALF CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.2 GPM (1/2" INLET, ON RISER)	
●	FULL CIRCLE SPRINKLER HEAD MINIMUM 80 FOOT DIAMETER OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 44 GPM (POP-UP ROTARY TYPE)	
▲	PART CIRCLE SPRINKLER HEAD MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 44 GPM (POP-UP ROTARY TYPE)	
△	PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 44 GPM., WITH DISTANCE CONTROL AND ANTI-BACKSPLASH DEVICE (AGRICULTURAL ROTARY TYPE, 1/2" INLET)	
⊗	AUTOMATIC SECTION CONTROL VALVE, RAIN BIRD TH OR APPROVED EQUAL	
◜	[illegible]	



KLER HEAD, MINIMUM 30 FOOT DIAMETER OF UNIFORM
BS PRESSURE, MAXIMUM 5.7 GPM (POP-UP NON-REVOLVING

NKLER HEAD, MINIMUM 15 FOOT RADIUS OF UNIFORM
BS. PRESSURE, MAXIMUM 3.8 GPM. (POP-UP NON-REVOLVING

PRINKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM
BS PRESSURE, MAXIMUM 3.0 GPM (POP-UP NON-REVOLVING

NKLER HEAD MINIMUM 15 FOOT RADIUS OF UNIFORM
BS PRESSURE MAXIMUM 3.5 GPM (POP-UP NON-REVOLVING

STANDARD NOZZLE

BBERY HEAD MINIMUM 24 FOOT DIAMETER OF UNIFORM
BS PRESSURE MAXIMUM 3.0 GPM (1/2" INLET, ON RISER)

BBERY HEAD MINIMUM 12 FOOT RADIUS OF UNIFORM
BS PRESSURE, MAXIMUM 2.5 GPM (1/2" INLET, ON RISER)

BBERY HEAD, MINIMUM 12 FOOT RADIUS OF UNIFORM
BS PRESSURE MAXIMUM 2.0 GPM (1/2" INLET ON RISER)

BBERY HEAD MINIMUM [illegible] UNIFORM

STANDARD NOZZLE

◣ QUARTER CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.0 GPM (HI-POP BODY, 1/2" INLET)

● FULL CIRCLE SHRUBBERY HEAD, MINIMUM 20 FOOT DIAMETER OF UNIFORM COVERAGE AT 15 LBS. PRESSURE, MAXIMUM OF 1.5 GPM (1/2" INLET, ON RISER)

◓ HALF CIRCLE SHRUBBERY HEAD, MINIMUM 10 FOOT RADIUS OF UNIFORM COVERAGE AT 15 LBS PRESSURE, MAXIMUM OF 1.2 GPM (1/2" INLET, ON RISER)

UNDERSIZE NOZZLE

◉ FULL CIRCLE SPRINKLER HEAD, MINIMUM 80 FOOT DIAMETER OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM. (POP-UP ROTARY TYPE)

◓ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM. (POP-UP ROTARY TYPE)

◠ PART CIRCLE SPRINKLER HEAD, MINIMUM 40 FOOT RADIUS OF UNIFORM COVERAGE AT 40 LBS PRESSURE, MAXIMUM OF 4.4 GPM., WITH DISTANCE CONTROL AND ANTI-BACKSPLASH DEVICE. (AGRICULTURAL ROTARY TYPE, 1/2" INLET)

⊗ AUTOMATIC SECTION CONTROL VALVE, RAIN BIRD TH OR APPROVED EQUAL

[illegible]

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U. S. DEPARTMENT OF TRANSPORT[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(96)63

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Douglas
Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10052

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Cow Creek and Manzanita Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Building improvements for handicapped

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permit Fees $400

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/5/82 request and cerifying statements are accepted.

PS&E doucments for the subject project have been reviewed and are approved at a total estimated cost of $56,563 Federal Funds $52,165.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 15 '82
REFER TO
[illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 4/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1982 Starvation Ck., Koberg 9466
Beach and Memaloose Safety Rest
Areas. (Building Improvements)

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Wasco & Hood River	DIVISION Oregon
DATE OF REPORT 3/14/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. IR-84-1(7)53
COMPLETION DATE (Actual) 9/13/82	ACCEPTANCE DATE BY CONRTACT AGENCY 2/28/83	TIME ELAPSED 100 %	CONTRACT TIME 120 calendar days

LOCATION

I-84 in Wasco and Hood River Counties, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STARVATION CREEK, KOBERG BEACH & MEMALOOSE SAFETY REST AREAS
COLUMBIA RIVER HIGHWAY
Building Improvements

This project provided for the improvements to the above safety rest areas to better accommodate handicapped persons.

The final cost of the original contract bid items was $43,894. This is the same amount as the contract bid price as all items (3) were lump sum amounts. The final cost of the project including all changes and engineering was $55,096.27 which overran the project authorization of $50,945.63 by 8.1 percent.

All participating work has been completed. A final inspection by FHWA was made on November 5, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cig
3/21

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible] Carter Area Engr. D. B. Carter		SIGNATURE Original signed by [illegible] CHRISTIANSON G. K. Hossner	
TITLE Area Engineer	DATE 3/18/85	TITLE Field Operations Engineer	DATE 3/18/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

7

May 19, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9466

Gentlemen:

On March 8, 1983, we wrote to you concerning release of final payment on Contract No. 9466 awarded to Phil Howell Const. for building improvements at the Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas on the Columbia River Highway in Hood River and Wasco Counties.

The total contract amount is $45,215.48 including $1,321.48 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Phil Howell Const.
1936 Tucker Rd.
Hood River, OR 97031

Hershner & Bell - Farrell Agency
P.O. Box 179
Hood River, OR 97031

bc: C. T. Keasey
Walt Hart

Dale Allen

·1466·

COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	12-198
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-23-82

State	Oregon
County	Hood River & Wasco
Project Number	IR-84-1(7)~~63~~53

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,944.00	$ 52,867.00
Federal funds	$ 46,980.00	$ 48,587.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of December, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 17, 1982

Federal-Aid Project
No. IR-84-1(7)~~83~~ 53

Starvation Cr., Koberg Beach and
Memaloose S.R.A.
Columbia River Highway
Hood River and Wasco Counties

Revised Project Agreement Estimate

Type Code Y022
Starvation Creek S.R.A.

Subtotal of previous estimate of May 4, 1982		$ 9,988.00
	SUBTOTAL	$ 9,988.00
	Engineering	1,498.00
	TOTAL	$ 11,486.00

Type Code Y022
Koberg Beach, S.R.A.

Subtotal of previous estimate of May 4, 1982		$ 9,810.00

Additional Items

Replace Electrical Service (E.W.O. #1)	All Required	$ 1,321.48
	Increase	$ 1,321.48
	SUBTOTAL	11,131.48
	Engineering	1,669.52
		$ 12,801.00

Type Code Y022
Memaloose S.R.A.

Subtotal of previous estimate of May 4, 1982		$ 24,696.00
	SUBTOTAL	$ 24,696.00
	Engineering	3,704.00
	TOTAL	$ 28,400.00

Length of Project -------------- 0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Starvation Cr., S.R.A.	$ 11,486.00	$ 10,592.00	$ 894.00
Koberg Beach, S.R.A.	12,801.00	11,805.00	996.00
Memaloose, S.R.A.	28,400.00	26,190.00	2,210.00
TOTAL	$ 52,867.00	$ 48,587.00	$ 4,100.00

Group 1 100%
Contract No. 9466
Prefix: 637-1916B
Prefix: 633-1032

4-1[illegible]

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 158	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** June 18, 1982	State Oregon County Hood River & Wasco Project No. IR-84-1(7)53

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Starvation Cr., Koberg Beach & Memaloose SRA's.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 50,944.00	FEDERAL FUNDS $ 46,980.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By [illegible]
Program Management Engineer
(Title)
XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 1 6 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 4, 1982

Federal-Aid Project
No. IR-84-1(7)53

Starvation Cr., Koberg Beach and
Memaloose S.R.A.
Columbia River Highway
Hood River and Wasco Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y022
Starvation Creek S.R.A.

Remodel Existing Toilet Buildings, Etc. at Starvation Creek S.R.A.	All Required	$ 9,788.00
		$ 9,788.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$ 9,988.00
	Engineering	1,448.00
	TOTAL	$11,436.00

Type Code Y022
Koberg Beach, S.R.A.

Remodel Existing Toilet Building, Etc. at Koberg Beach, S.R.A.	All Required	$ 9,610.00
		$ 9,610.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$ 9,810.00
	Engineering	1,422.00
	TOTAL	$11,232.00

Type Code Y022
Memaloose S.R.A.

Remodel Existing Toilet Building, Etc. at Memaloose, S.R.A.	All Required	$24,496.00
		$24,496.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$24,696.00
	Engineering	3,580.00
	TOTAL	$28,276.00

Length of project --------- 0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Starvation Creek, S.R.A.	$ 11,436.00	$ 10,546.00	$ 890.00
Koberg Beach, S.R.A.	11,232.00	10,358.00	874.00
Memaloose, S.R.A.	28,276.00	26,076.00	2,200.00
TOTAL	$ 50,944.00	$ 46,980.00	$3,964.00

Group 1	100%
Contract No.	9466
Prefix:	637-1916B
Prefix:	633-1032

9466

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas
HIGHWAY: Columbia River
WEEK ENDING: November 6, 1982
SECTION PREFIX: 633-1032
COUNTY: Hood River & Wasco

NAME OF JOB: Starvation Cr., Koberg Beach & Memaloose Safety Rest Areas
CONTRACTOR: Phil Howell Construction
DATE OF CONTRACT: May 4, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
PROJECT AUTHORIZATION: $ 50,945.63
EXCLUSIVE OF ENGINEERING: $ 46,496.23
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $ 45,796.27
ESTIMATED PERCENTAGE: OVERRUN: ~~UNDERRUN~~X 7.6 %

KIND OF WORK: Building Improvements
CONTRACT NUMBER: 9466
DATE WORK STARTED: July 6, 1982
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 120 CD
SPECIFIED COMPLETION DATE:
ENGINEERING AUTHORIZATION: $ 4,449.40
ENGINEERING COST TO DATE: $ 9,000.00
PERCENT OF AUTHORIZATION: 202 %

FED. AID PRO. NO.: IR-84-1(7)53
ESTIMATED COMPLETION DATE:
WORK DAYS USED:
CALENDAR DAYS USED: 120
PERCENT OF TIME ELAPSED: 100
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 108
DATE PROJECT WAS COMPLETED: September 13, 1982

ESTIMATED PERCENT COMPLETE BY DIVISION AS BROKEN DOWN IN CONTRACT

DIV 1	DIV 2	DIV 3	DIV 4	DIV 5	DIV 6	DIV 8	DIV 9	DIV 10	DIV 15	DIV 16
100	100	100	100	100	100	100	100	100	100	100

MILES IN PROJECT:
MILES PARTIALLY COMPLETED:
MILES COMPLETED:
TOTAL ESTIMATED QUANTITIES (CONTRACT):
TOTAL QUANTITIES CORRECTED TO DATE:
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:
AVERAGE DAILY QUANTITIES:
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:
NUMBER OF SHIFTS PER DAY:
HOURS PER SHIFT:
EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (REST AREAS)

REST AREA:	STARVATION	KOBERG	MEMALOOSE
PERCENT:	100.0	100.0	100.0

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	31	Cloudy-Rain	0		
MONDAY	1	Ptly Cldy-Warm	0		
TUESDAY	2	Ptly Cldy-Warm	0		
WEDNESDAY	3	Ptly Cldy-Warm	0		
THURSDAY	4	Ptly Cldy-Warm	0		
FRIDAY	29	Cloudy-Rain	0		
SATURDAY	30	Cloudy-Rain	0		

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No work.
MONDAY 1	No work.
TUESDAY 2	No work.
WEDNESDAY 3	No work.
THURSDAY 4	No work.
FRIDAY 29	No work.
SATURDAY 30	No work.

REMARKS

Semi final estimate will be submitted through region next week.

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*                             *
*   R   E   P   O   R   T     *
*                             *
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SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __W/BRIDGES, 4; __REGION; __FILE

7-166

- 7 82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-1(7)53

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Hood River
Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10054

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/82

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK
Building improvements for handicapped

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permit Fees $600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/5/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,920 Federal Funds $46,030.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 13 '82
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 4/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1982 Willamette R. (Marion St.) 9467
Br. Sec. on the Willamina-
Salem Highway in Salem. (Storm Sewer)

C4A 6761 11-24-81

1 - 7

BI CC: OSHD (L. W. RULIEN) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 2	**COUNTY** MARION	**DIVISION** OREGON
DATE OF REPORT 3/24/86	**REPORT MADE BY** 3-24-86 BILL KAPPUS, AREA ENGINEER		**PROJECT NO.** IX-BRF-47(13)
COMPLETION DATE (Actual) 9/17/82	**ACCEPTANCE DATE BY CONRTACT AGENCY** 2/8/83	**TIME ELAPSED** 92 %	**CONTRACT TIME** 90 CONTRACT DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILLAMETTE R. (MARION ST.) BRIDGE STORM SEWER
WILLAMINA - SALEM HIGHWAY
Storm Sewer Construction

This project provided for the relocation of an existing sewer due to conflicts with support footings for the widening of the Marion Street Bridge.

The contract work was awarded to Salem Sand and Gravel Co. on May 7, 1982. Work started on May 27, 1982 and was completed on September 17, 1982 utilizing 92 percent of the contract time. The final cost underran the original project authorization by approximately 8.0 percent. This was due mainly to underruns in anticipated items and engineeering.

A final inspection of the completed project was made October 22, 1982.

NOTED
W. E. SCHWARTZ
cy
3/31

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Original Signed By [illegible] Area Engineer		**SIGNATURE** [illegible]	
TITLE AREA ENGINEER	**DATE** MAR 2 5 1986	**TITLE** FIELD OPERATIONS ENGINEER	**DATE** [illegible] 6 [illegible]

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9467

February 16, 1983

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9467

Gentlemen or Ladies:

On February 9, 1983, we wrote to you concerning release of final payment on Contract No. 9467 awarded to Salem Sand & Gravel Co. for work on the Willamette River (Marion Street) Bridge Section of the Willamina-Salem Highway in Marion County.

Final payment on this contract is $4,997.50 and the total contract amount is $380,290.85. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Salem Sand & Gravel Co.
P. O. Box 1008
Salem, OR 97308

Potts, Davis & Co.
P. O. Box 390
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9467

#30

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Willamette R. (Marion St.) Bridge Storm Sewer
Highway: Willamina - Salem
County: Marion

Contract No.: 9467
Prefix: 24-1078
F.A. No.: IX-BRF-47(13)

Item No.	Item	Unit	Original	Semi-final	%±
	SUMMARY				
	Bid Items	$	390,302.00	380,293.35	-2.6%
	Anticipated Items	$	1,900.00	55.02	-97%
	Contingencies	$	17,649.09	32,347.45	+83%
	Engineering	$	35,298.18	25,000.00	-29%
	Liquidated Damages	$			
	Total	$	445,149.27	437,695.82	-1.7%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semi-final	%±
3	Temporary Signs	Sq. Ft.	290	105.5	-64%

Underrun due to signs having been installed under Marion St. Bridge project contract no. 9291.

Item No.	Item	Unit	Original	Semi-final	%±
6	Flagmen	Hour	90	0	-100%

No flagmen were needed because of not being out in the road with equipment.

Item No.	Item	Unit	Original	Semi-final	%±
13	Installing 42-inch Pipe Under Highway	Lump Sum	100%	0	-100%

Installed under P. A. #1.

Item No.	Item	Unit	Original	Semi-final	%±
15	12-Inch Sewer Pipe	Lin. Ft.	68	39	-43%

No 12" pipe needed at 0+00. Inlet was already connected into existing manhole. Needed only 39' instead of 46' of pipe to connect old manhole to new manhole at 5+38.9.

REFERRED TO
Beard Stoudt
1 Cole Main
Erikson Watson
Dorn Lou
File Due
BY [illegible] ENGINEER

1 ✓
2
4
1

RECEIVED
17
ROAD DESIGN

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Willamette R. (Marion St.) Bridge Storm Sewer	WEEK ENDING January 8, 1983	SECTION PREFIX 24-1078
HIGHWAY Willamina - Salem	COUNTY Marion	
NAME OF JOB Willamette R. (Marion St.) Bridge	KIND OF WORK Storm Sewer	
CONTRACTOR Salem Sand & Gravel Co.	CONTRACT NUMBER 9467	FEDERAL AID PROJECT NUMBER IX-BRF-47(13)
DATE OF CONTRACT May 7, 1982	DATE WORK STARTED 5/27/82	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 83
PROJECT AUTHORIZATION $445,149.27	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 92%
EXCLUSIVE OF ENGINEERING $409,851.09	ENGINEERING AUTHORIZATION $35,298.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $378,788.55	ENGINEERING COST TO DATE $25,817.85	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT OVERRUN UNDERRUN 8 %	PERCENT OF AUTHORIZATION 73 %	DATE PROJECT WAS COMPLETED September 17, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Cloudy, Rain			
MONDAY 3	Cloudy, Rain			
TUESDAY 4	Cloudy, Rain			
WEDNESDAY 5	Cloudy, Rain			
THURSDAY 6	Cloudy, Rain			
FRIDAY 7	Cloudy, Rain			
SATURDAY				

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SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No ACtivity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Semi-final has been submitted to Region 2. This will be the last weekly report.

SIGNED J. Valentine LOCATION Salem
for Art Gottfried

7467 9-17-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80363

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/4/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Marion St.) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 8/27/82 this will confirm the advance approval date of 8/4/82 to proceed with the actual adjustments to the City of Salem's water line. Since the City is not adequately staffed or equipped to perform this work I approve the contract method estimated to be $4,952 Federal Funds $4,209 and I approve the contract with the Cascade Ditching Co. of Salem, Oregon.

I approve the Agreement with the City of Salem.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Manual.

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

14. DATE 9/17/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

August 27, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack. M. Cartwright Jack M Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Water Main Adjustment
City of Salem
Willamette River (Marion St.) Bridge Section
(Storm Sewer Installation)
Willamina-Salem Highway
Marion County
Project No. IX-BRF-47(13)

Dear Mr. Kappus:

Confirmation of your verbal authorization for the City of Salem Water Department to proceed with the relocation of their water main facilities in conflict with this project as of August 4, 1982 is requested. The adjustment is to a section of water main installed by City contract. The City's contractor will do the adjustment. Change Order No. 8 to the City's contract has been received from the City in the amount of $4952. The Change Order is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 4, 1982 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Don Bedford
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
SEP 17 '82
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

RECEIVED
SEP 16 1982
RR & UTILITY UNIT

4467

ROW 18-4

August 27, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Water Main Adjustment
City of Salem
Willamette River (Marion St.) Bridge Section
(Storm Sewer Installation)
Willamina-Salem Highway
Marion County
Project No. IX-BRF-47(13)

RECEIVED
TECHNICAL SERVICES
AUG 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Item 4 of the Supplemental Construction-Finance Agreement No. 6761 between the City of Salem, Marion County and the Department of Transportation specified that the State would reimburse the City for the cost of realigning their 24-inch water main to accommodate the installation of the proposed 42-inch storm sewer. The City had already entered into a contract for the installation of the new 24-inch water main.

Attached is a copy of Change Order No. 8 to the City's contract, dated August 5, 1982, which provides for the additional cost of realigning the 24-inch water main and a sketch showing the realignment. Also included in the Change Order is the installation of two 12-inch 45° elbows required to make connection to an existing 12-inch main.

The City is entitled to reimbursement as the 42-inch storm sewer is being installed in the City's water main easement where the main is presently located.

The conflict was anticipated. The City was advised of the conflict as soon as it was known. The relocation agreement will, therefore, consist of the contractual acknowledgement of conflict (Misc. C&A 6761), the Contract Change Order No. 8 and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the water main will occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 4, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,952.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9467 ~~[illegible]~~ 30

ROAD DESIGN SECTION DES 11

Art Gottfried
Project Manager

June 3, 1982

Donald R. Adams
Final Design Engineer

Willamette River (Marion Street) Bridge
Storm Sewer Project

1 Versteeg ✓
Anderson
Adams
Ols[illegible]
2 Sullivan JWG
Turpin
[illegible]
[illegible]

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

Enclosed is a copy of a letter from John Jenkins concerning your request for approval of the use of Kent Seal No. 2 on the subject job. His recommendation is for acceptance of Kent Seal No. 2.

We concur with his recommendation on this product.

Enc.

cc J. H. Versteeg
John Jenkins
R. L. Dorn

RLD:ja

5/28/82

Dick Dorn

Re: Kent Seal No. 2

We have a test report from Phoenix Chem. Lab in Chicago to Hamilton Kent Mfg. Co. dated Nov. 20, 1973, showing substantial compliance with Fed. Spec SS-S-00210 (min. butyl rubber content spec. 50% — test result 49.6%, Other requirements were fully complied with). Colorado accepted it in 1977; Georgia accepted it in 1976; Illinois accepted it in 1974; Iowa accepted it in 1973; Pennsylvania accepted it in 1976.

Jim McNamee submitted paperwork on the material in 1978 fr use on NE Glisan - SE Division, Contract 8573 and it was approved on the basis of certification without test.

In 1980 we received a sample from Eugene Conc. pipe for test and approval for stock. We tried to perform tests outlined in SS-S-00210, but without success. We were unable to prepare acceptable specimens for ductility, penetration or flash because the material would not completely melt. We wrote to Hamilton Kent for more information on sample preparation, but apparently received no response. Kent-Seal No. 2 was apparently not approved for use by Eugene Concrete Pipe. I don't know whether it was used on any projects other than McNamee's.

The telephone Co. used it out in front of the lab on their tunnel in about 1975; as I recall they liked it.

My recommendation would be to accept Kent-Seal No. 2 for use as complying with SS-S-00210, in compliance with Std. Spec. 705.06, on the basis of tests by others. Certification from Hamilton-Kent should state that their current production has not been altered from that represented by the test report they cite.

John Jenkins

xc A. Gottfried

AREA CODE 312
TELEPHONE 772-3577

Phoenix Chemical Laboratory, Inc.

FUEL AND LUBRICANT TECHNOLOGISTS
3953 SHAKESPEARE AVENUE
CHICAGO, ILL. 60647

November 20, 1973

RECEIVED FROM Hamilton Kent Manufacturing Company
P. O. Box 178
Kent, Ohio 44240

SAMPLE OF Sealing Compound

LABORATORY NO. 3 10 18 8

MARKED Kent Seal No. 2

DUPLICATE REPORT

Specification	Federal SS-S-00210 Min.	Federal SS-S-00210 Max.	Kent - Seal No. 2
Butyl Rubber, % by weight	50	70	49.6
Inert Mineral Filler, % by weight	30	50	36.1 63.9
Free carbon, % by weight	----	----	14.3
Volatile Matter, % by weight (loss on heating 5 hrs. @ 325 deg. F.)	----	2.0	0.47
Specific Gravity @ 77 deg. F. (25 deg. C.)	1.20	1.35	1.2635
Ductility @ 77 deg. F. (25deg. C.)	5.0	----	7.0
Softening Point, deg. F.	320	----	500 +
Penetration @ 77 deg. F. (25 deg. C.) 100 g., 5"	50	1.20	94
Sag or Flow Resistance (Vertical or Overhead Joints):	None	None	No sag; No flow
Chemical Resistance after 30 days exposure in:			
5% sulfuric acid	No reaction		No visible deterioration
5% potassium hydroxide	No reaction		Slight loss of gloss
5% hydrochloric acid	No reaction		No visible deterioration
Durometer Hardness (Shore A-2):			
As received at room temperature	----	----	0
After storage for 48 hrs. @ 0 deg. F., @ 0 deg. F.	----	----	14

G A Krawetz G A Krawetz

KENT-SEAL NO. 2 FLEXIBLE JOINT SEALANT

APPLICATION AND COUPLING INSTRUCTIONS FOR INSTALLING VERTICAL STRUCTURES (MANHOLES, SEPTIC TANKS, VAULTS, ETC.)

The following procedures are suggested by the manufacturer in order to gain the best possible results from KENT-SEAL NO. 2 JOINT SEALANT. There may be instances when these procedures may be altered, deleted, expanded upon or otherwise changed by responsible agencies.

1. Thoroughly clean all pipe ends and jointing surfaces.
2. Remove protective paper from only one side of KENT-SEAL NO. 2 JOINT SEALANT, being careful to keep newly exposed surface away from dirt, sand, water, etc.
3. Firmly press KENT-SEAL NO. 2 to either receiving tongue or bell surface. NO PRIMER OR ADHESIVE CEMENT IS NECESSARY WHEN INSTALLING VERTICAL STRUCTURES USING KENT-SEAL NO. 2.
4. Apply KENT-SEAL NO. 2 until a continuous ring is attained. Then cut off excess sealant material with a knife or other sharp tool.
5. Now join KENT-SEAL NO. 2 ends together by "butt welding" the splice. Because of its superior adhesive qualities KENT-SEAL NO. 2 should always be joined end-to-end for the best results. NEVER OVERLAP THE SPLICE OR SPLICES.
6. Remove remaining protective paper from KENT-SEAL NO. 2 and align section for proper entry. Couple structure, allowing KENT-SEAL NO. 2 to flow into a solid pack and uniformly fill the annular space.
7. The weight of the structure will provide the necessary pressure to assure the KENT-SEAL NO. 2 joint is fully home and the sealant evenly distributed.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

May 3, 1982

RECEIVED
TECHNICAL SERVICES
MAY 5 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Apr	File

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Willamette River (Marion St.)
Bridge Sewer Relocation
Project No. IX-BRF-47(3)

Tentative concurrence is requested in the award of contract for the subject project. The bid was received on April 29, 1982.

Salem Sand and Gravel Company submitted the low bid of $390,302.00, which is $98,909.00 or 33.9% above our Engineer's estimate of $291,393.00. Six other bids were received in the ascending amounts of $418,992.00, $424,592.00, $462,551.00, $522,658.00, $529,856.00 and $569,323.50. We might point out that bidders No. 1, 2 and 3 show good competition.

Our Cost Analyst Section admits that due to lack of experience with city sewer relocation work, the Engineer's estimate failed to include an unknown risk factor in the unit prices for the drainage items. Most of the pipe work on this project requires the contractor to work below the existing surface as much as 25 feet.

With an adjustment applied to the Engineer's estimate to reflect this risk factor on the drainage items, the estimate would be increased by 22% or $64,676.00. The low bid would then be 8.8% over the revised Engineer's estimate.

The design Engineer investigated the possibility of building two outfall lines rather than having a rather long lateral connecting line. That method was discarded as too costly because of an extra crossing at the railroad tracks. Other economic changes were investigated; one was the manhole illumination which was found not mandatory and removed, another

Form 734-3122

was manhole ladders, but they were found to be required by law. We believe that further cost cuttings measures are not practical. Based on the revised cost estimate, the seven competitive bids that were received, the potential cost due to delaying the project and the readvertising; we feel it is in the public interest to accept the bid of $390,302.00 and award the project at this time.

DAR:lms

cc: E. S. Hunter
C. T. Keasey
Hal Versteeg
Ed Johnsen

74107 2

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-BRF-47(13)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administration
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80363

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Willamette River (Marion Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Storm Sewer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Temporary Erosion Control $500
  Railroad Protective Services $1,400
  Roadside Seeding & Mulching S.F. $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/5/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $332,887 Federal Funds $282,954.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 15 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 4/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4467 2.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: IX-BRF-47(13)
Willamette River (Marion St.) Bridge
Storm Sewer Outlet

Date: November 30, 1981

From: Division Administrator

Reply to Attn. of: HFO.8-OR
X-Ref: IX-47(7)

To: Mr. H. S. Coulter

Contr # 9291

Referring to Mr. Swan's letter of November 6, 1981, concerning Project No. IX-47(7), it was my understanding that advance approval date of September 5 was to include the necessary work for the Storm Sewer Outlet under the current construction project.

All work, including design and advertising of a separate contract, should be charged to the subject project. It should be noted that Construction Engineering for this work will not be charged against the limitations for contract 9291.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
DEC 1 '81
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D R ☐ Sign ☐ Act ☐ File ☐

9417

L.

November 24, 1981

City of Salem
City Hall
Salem, OR 97301

AGR 4

Attention: Patricia Wolfe
City Recorder

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 6761

Attention: Edwin P. Morgan
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for replacement of the Marion Street Storm Sewer on the Willamina-Salem Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell (agreement attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

November 6, 1981

TO: Dale E. Wilken
Divison Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering
Project No. IX-47(7)
Willamette River (Salem) Bridges Section
Marion & Polk Counties

I request confirmation of your advance approval of September 5, 1981 to proceed with the preliminary engineering work necessary to provide for the future replacement of the Marion Street storm sewer outfall under the subject project.

As you recall, the need for replacing the outfall was discovered by City forces in May 1981, after the start of Project IX-BRF-47(13), Willamette River (Marion St.) Bridge Section. After due consideration, it was decided not to encumber Hamilton Construction Company, the prime contractor for the Marion Street bridge, with this substantial amount of added work which could be a basis for claims.

The subject project is still active for it includes the ramp to Front Street from the east (Center St.) bound bridge of the couplet and the pedestrian overpass over Front Street.

During the reconnaissance phase, it was determined that the best design for the improvement would be to outfall at the river near the Center Street storm sewer outlet. This involves a portion of the Center Street storm sewer outfall and the cost separation for the preliminary engineering and construction on the proposed outfall is as follows:

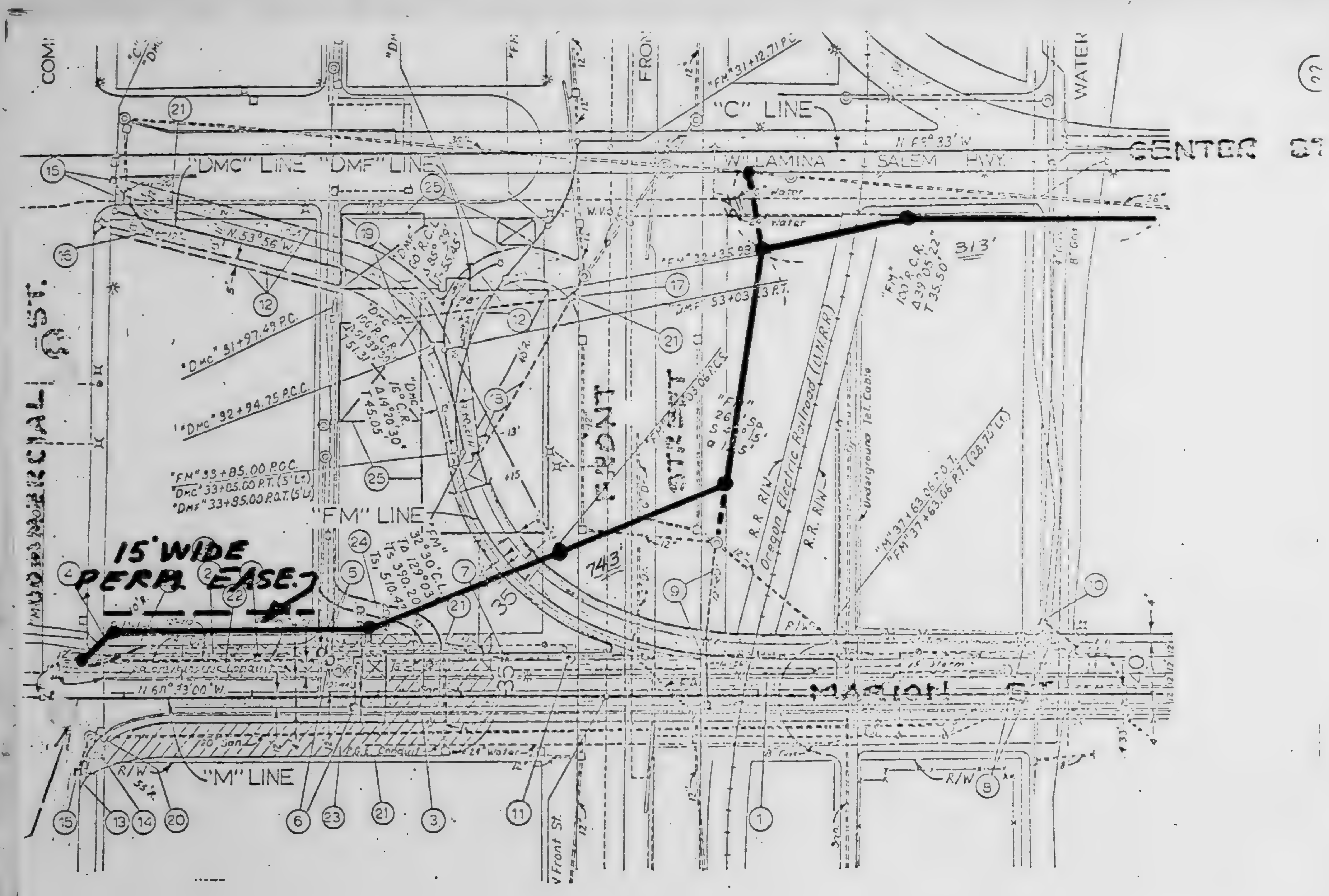
STREET	Marion	Center
PROJECT	IX-47(7)	BRF-TQF-47(9)
% CHARGE	81	19
1110 FEET	743 + (1/2 x 313)	54 + (1/2 x 313)

Attached is a sketch map color coded showing the above separation.

The estimated total cost to the subject project for preliminary engineering work on the storm sewer outfall is $11,990 with no increase in obligation of federal funds at this time. Justification is currently being prepared for an increase in preliminary engineering on the subject project since expenditures necessary to receive PS&E approval for Project IX-BRF-47(13) exceeded authorized amounts. This justification will be forwarded under separate action upon availability of Interstate Transfer Funds.

JLG:bkc
Attachments

cc: C.O. Fredrickson
General Files



ALTERNATE 1-A

9-11-7

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: August 24, 1981

CON 5
9291

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WAL[illegible]

SUBJECT: 18-Inch Storm Sewer
Willamette River (Marion Street)
Bridge Section
BR 7253B CON 9291

We have reviewed the condition of the existing 18-inch storm sewer between Commercial Street and the River. It is our opinion that in its present condition, the pipe poses no problems to the foundations for the Marion Street Bridge widening, or do the bridge foundations present any problems to the pipe.

We believe that the pipe deformation that has already occurred is sufficient to enable the soil to bridge over the pipe. That the soil is capable of developing arching action is borne out in the local areas where the pipe has failed.

The principle risk in leaving the pipe in place is the possible scouring out of the soil where breaks in the pipe occur. That scour could result from overtaxing the pipe's capacity.

WJH:jrb

cc: E. S. Hunter
Construction
J. H. Versteeg
Art Gottfried

RECEIVED
TECHNICAL SERVICES
AUG 25 '81
REFER TO
FOR
info
Invest
R/D
D/R
Sign
Act
File

Contains
Recycled
Materials
81-125-1387

1982 SW 72nd Ave. Int. Sec. of 9468
the Beav.-Tig. Hwy. (Gr., Pav.,
Struc., Sign., Ill., Sig.) #3

CHA 7512 10-7-81
9-29-83

9468

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

5-12-77

TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
SAlem, Oregon 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 5-12-77
TO 11-02-84

FEDERAL AID PROJECT NO.
IX-79(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

		TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2	PE	89,951.05	89,951.05	85.8%	77,178.00	77,178.00	-0-
3	PE	167,176.29	164,845.88	85.8%	141,437.76	141,437.76	-0-
2	ROW	258,708.98	258,738.27	85.0%	219,927.52	219,927.52	-0-
0	CONST	430,501.61	363,623.43	85.0%	309,079.91	309,079.91	-0-
2	CONST	848,986.58	848,986.58	85.0%	721,638.59	721,638.59	-0-
		1,795,324.51	1,726,145.21		1,469,261.78	1,469,261.78	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/15/89	R J Haack

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. 72nd Ave. Interchange (Tigard) Section					
	Beaverton - Tigard Highway					
	Washington County					
	Participating Project Cost					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering		All Required		$ 254,769.93	
	TOTAL PRELIMINARY ENGINEERING COST				$ 254,769.93	
	Type Code ROW					
	Right of Way					
	Right of Way		All Required		$ 244,039.00	
	TOTAL RIGHT OF WAY COST				$ 244,039.00	
	Acquisition Expense					
	State		All Required		$ 14,699.27	
	TOTAL ACQUISITION EXPENSE				$ 14,699.27	
	Construction					
	Type Code Y008					
	Channelization Project Cost					
	Final Contract Payment Summary		Lump Sum		$ 827,114.16	
# 4	Permanent Pavement Striping (State)		All Required		$ 6,715.33	
# 6	Install Reflector Buttons (City of Tigard)		All Required		$ 449.00	
	TOTAL CHANNELIZATION COST				$ 834,278.49	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		$ 205,515.00	
# 2	State Furnished Software Program		All Required		$ 1,400.00	
# 3	Signal Controller & Opticom Testing		All Required		$ 13,250.00	
	TOTAL TRAFFIC SIGNALS COST				$ 220,165.00	
	Construction Engineering Project Cost					
	State		All Required		$ 158,166.52	
	TOTAL ENGINEERING COST				$ 158,166.52	
	TOTAL PARTICIPATING PROJECT COST				$1,726,145.21	
	Non-Participating Project Cost					
	Preliminary Engineering		Lump Sum		$ 2,330.41	
	Acquisition Expense		All Required		$ (29.29)	
# 1	Purchased Power Pole (PGE)		All Required		$ 200.02	
# 5	Salvage Metal Hand Rail (State)		All Required		$ 572.41	
	Engineering (State)		Lump Sum		$ 66,105.75	
	TOTAL NON-PARTICIPATING COST				$ 69,179.30	
	TOTAL PROJECT COST				$1,795,324.51	
	Totals are as of the FHWA Billing Voucher Dated 12-17-88. No revision necessary to R/W Plans Approved by FHWA on 10-21-81. Participating Right of Way costs are for Right of Way actually incorporated into the final project and all costs have been previously certified by the Right of Way Engineer.					
	AMOUNT CARRIED FORWARD					

R/W

```
                         JOB COST SUMMARY RUN ON  05-04-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/21/90
                           FOR EXPENDITURE ACCOUNT C1342534
                                                 CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----         -------       ----------
                                                                          -450.52
C1342534 050    433        358         7782                               -450.52
OBJ-DETAIL 358
                                                                          -450.52 SUBTOTAL
ACTIVITY   433
                                                                           421.23 ***
C1342534 050    899        299         0100                                421.23
OBJ-DETAIL 299
                                                                           421.23 SUBTOTAL
ACTIVITY   899
                                                                           -29.29
SUB-JOB    050 SUBTOTAL
                                                                          8,292.26
C1342534 051    433        350         7782                               8,292.26
OBJ-DETAIL 350
                                                                         -7,841.74
C1342534 051    433        358         7782                              -7,841.74
OBJ-DETAIL 358
                                                                           450.52 SUBTOTAL
ACTIVITY   433
                                                                       258,287.75 ***
C1342534 051    899        299         0100                            258,287.75
OBJ-DETAIL 299
                                                                       258,287.75 SUBTOTAL
ACTIVITY   899
                                                                       258,738.27
SUB-JOB    051 SUBTOTAL
                                                                       258,708.98
EA         C1342534 TOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JUNE 1985        PAGE 1315

                                                                        FISCAL          GRAND TOTAL
   DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      TO DATE

ALLEN BLVD-E CTY LIMITS BEAVT CONT NO    FA PROJ NOS X10 9091009 100                                    STATE
                              134   2532     296     00 N 9                                291.17CR
                              134   2532     298     00 N 9                                291.17
                              134   2532     930     00 P 1                                342.55
                                             TOT     P1                                    342.55
                                      ** JOB TOTALS **         **              **          342.55  **
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R/W IX 79(4)

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SW 72ND AVE INTERCH           CONT NO   FA PROJ NOS X10 0079004 100 X10 0079004                          STATE
                              134   2534     296     00 N 9                    1.01CR   219,544.53CR
                              134   2534     298     00 N 9                    1.01     219,544.53
                              134   2534     401     00 P 5                             235,076.74
                              134   2534     404     00 P 5                                 395.00
                              134   2534     405     00 P 5                                 275.00
                              134   2534     407     00 P 1                                  68.00CR
                              134   2534     407     00 P 5                               6,098.82
                              134   2534     409     00 P 1                                  25.00
                              134   2534     409     00 P 5                                  50.00
                              134   2534     412     00 P 5                               1,335.90
                              134   2534     413     00 P 5                               8,359.10
                              134   2534     413     00 N 5                                 421.23
                              134   2534     414     00 P 1                                   6.40
                              134   2534     414     00 P 5                               4,078.85
                              134   2534     426     00 P 5                                  14.66
                              134   2534     428     00 P 5                                  20.18
                              134   2534     430     00 P 5                                 393.61
                              134   2534     920     00 P 5                                  17.31
                              134   2534     930     00 P 1                                  36.60
                              134   2534     930     00 P 5                               2,172.53
                                             TOT     P5                                 258,287.75
                                             TOT     N5                                     421.23
                                      ** JOB TOTALS **         **              **       258,708.98  **

N SCHOLLS SEC                 CONT NO   FA PROJ NOS HES 0128002 100                                      STATE
                              134   2541     296     00 N 9                   14.96CR    12,219.36CR
                              134   2541     298     00 N 9                   14.96      12,219.36
                              134   2541     401     00 P 1                               1,602.00
                              134   2541     404     00 P 1                               2,598.00
                              134   2541     407     00 P 1                               4,100.99
                              134   2541     407     00 N 1                                  10.42
                              134   2541     412     00 P 1                                 805.38
                              134   2541     413     00 P 1                                  14.50
                              134   2541     414     00 P 1                               3,611.[illegible]
                              134   2541     419     00 P 1                                  50.00CR
                              134   2541     430     00 P 1                                 440.[illegible]
                              134   2541     930     00 P 1                                 454.[illegible]
                                             TOT     P1                                  13,57[illegible]
                                             TOT     N1                                      10.42
                                      ** JOB TOTALS **         **              **        13,587.[illegible]  **
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1X-79 (4)

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                        JOB COST SUMMARY RUN ON  05-04-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/21/90
                          FOR EXPENDITURE ACCOUNT C09468

                                        CREW   MSA           CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH          DATE
--        ------ -------- ---------- ------ -----           -------       ----------
C09468    000    899      250         1093
OBJ-DETAIL 250

ACTIVITY   899                                                                    SUBTOTAL

C09468    000    900      001         1093                                   341.55
OBJ-DETAIL 001                                                               341.55

C09468    000    900      100         1093                                    26.00
OBJ-DETAIL 100                                                                26.00

C09468    000    900      102         1093                                   110.24
OBJ-DETAIL 102                                                               110.24

C09468    000    900      130         1093                                    32.54
OBJ-DETAIL 130                                                                32.54

C09468    000    900      250         1093
OBJ-DETAIL 250

C09468    000    900      550         1093                                    18.80
OBJ-DETAIL 550                                                                18.80

ACTIVITY   900                                                               529.13 SUBTOTAL

C09468    000    901      001         7111                                 1,264.09
OBJ-DETAIL 001                                                             1,264.09

ACTIVITY   901                                                             1,264.09 SUBTOTAL

C09468    000    908      504         0100                                    24.00
OBJ-DETAIL 504                                                                24.00

ACTIVITY   908                                                                24.00 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                    1,817.22

C09468    001    899      131         1093                                    93.45
OBJ-DETAIL 131                                                                93.45

C09468    001    899      600         1093                                   -93.45
OBJ-DETAIL 600                                                               -93.45


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  05-04-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 04/21/90
                               FOR EXPENDITURE ACCOUNT C09468

                                             CREW   MSA         CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--         ------ -------- ---------- ------ -----          -------        ----------
                                                                                      SUBTOTAL
ACTIVITY    899

C09468    001     900       600         1093                                        93.45
OBJ-DETAIL 600                                                                      93.45

ACTIVITY    900                                                                     93.45 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                            93.45

C09468    010     899       152         0523                                       572.41
OBJ-DETAIL 152                                                                     572.41

C09468    010     899       299         0523                                    23,594.64 ***
C09468    010     899       299         8051                                    42,596.95 ***
OBJ-DETAIL 299                                                                  66,191.59

ACTIVITY    899                                                                 66,764.00 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                        66,764.00

C09468    011     201       300         0630                                  -135,635.39
OBJ-DETAIL 300                                                                -135,635.39

ACTIVITY    201                                                               -135,635.39 SUBTOTAL

C09468    011     899       152         0523                                      -572.41
OBJ-DETAIL 152                                                                    -572.41

C09468    011     899       194         8051                                        18.78
OBJ-DETAIL 194                                                                      18.78

C09468    011     899       199         0530                                         8.90
OBJ-DETAIL 199                                                                       8.90

C09468    011     899       299         0523                                   -23,594.64 ***
C09468    011     899       299         8051                                   377,562.04 ***
OBJ-DETAIL 299                                                                 353,967.40

C09468    011     899       598         0631                                    -4,842.39
OBJ-DETAIL 598                                                                  -4,842.39

ACTIVITY    899                                                                348,580.28 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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                     JOB COST SUMMARY RUN ON  05-04-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 04/21/90
                       FOR EXPENDITURE ACCOUNT C09468

                                          CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------      ----------
SUB-JOB     011 SUBTOTAL                                                212,944.89

C09468   021    201        300         0630                             135,635.39
OBJ-DETAIL 300                                                          135,635.39

ACTIVITY    201                                                         135,635.39 SUBTOTAL

C09468   021    899        299         8051                             844,144.19 ***
OBJ-DETAIL 299                                                          844,144.19

C09468   021    899        598         0631                               4,842.39
OBJ-DETAIL 598                                                            4,842.39

ACTIVITY    899                                                         848,986.58 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                984,621.97

C09468   080    899        299         8051                                  20.73 ***
OBJ-DETAIL 299                                                               20.73

ACTIVITY    899                                                              20.73 SUBTOTAL

SUB-JOB     080 SUBTOTAL                                                     20.73

C09468   081    899        299         8051                              13,225.93 ***
OBJ-DETAIL 299                                                           13,225.93

ACTIVITY    899                                                          13,225.93 SUBTOTAL

SUB-JOB     081 SUBTOTAL                                                 13,225.93

EA          C09468 TOTAL                                              1,279,488.19

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

C. 1X-79(4)

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	134	1069	298	00	N 9			763.25	82	83
	134	1069	900	00	P 1			133.18	83	83
	134	1069	920	00	P 1			15.53	82	82
	134	1069	944	00	P 1			98.40	82	82
			TOT		P1			763.25		
			** JOB TOTALS **			**	**	763.25 **		
SW 72ND AVE INTERCH	CONT NO 9468		FA PROJ NOS X10 0079004	99 X10 0079004				X10 0079004	01 STATE	
	134	1074	201	00	P 1		237,780.79CR	264,225.81	82	85
	134	1074	201	00	P 2		237,819.10	758,919.78	82	85
	134	1074	201	00	P 8			11,058.57	83	83
	134	1074	203	00	P 1			1,543.50CR	83	84
	134	1074	203	00	P 8			31.50CR	83	83
	134	1074	204	00	P 1		.01		82	84
	134	1074	204	00	P 8		.01CR		82	84
	134	1074	206	00	N 1		1.73	1.73	84	84
	134	1074	206	00	N 8		.02	.02	84	84
	134	1074	208	00	N 1		31.21CR	31.21CR	84	84
	134	1074	208	00	N 8		.32CR	.32CR	84	84
	134	1074	210	02	P 1			1,400.00	83	83
	134	1074	270	01	N 1			42.66	82	83
	134	1074	270	03	P 1			13,250.00	83	83
	134	1074	270	04	P 1		37.40CR	6,715.33	83	85
	134	1074	270	04	N 1		60.00CR		[illegible]	85
	134	1074	270	05	P 1			572.41	[illegible]	83
	134	1074	270	06	P 1		449.00	449.00	84	84
	134	1074	296	00	N 9	1,354.19CR	31,537.29CR	1,043,062.11CR	[illegible]	85
	134	1074	298	00	N 9	1,354.19	31,537.29	1,043,062.11	[illegible]	85
	134	1074	900	00	P 1	3,870.85	51,594.33CR	60,721.15	[illegible]	85
	134	1074	900	00	P 2		31,109.80	35,224.41	[illegible]	85
	134	1074	900	00	P 8	39.09	202.12	1,878.53	82	85
	134	1074	900	00	N 1		40,770.19	42,552.55	[illegible]	85
	134	1074	900	00	N 8		2.73	20.72	[illegible]	85
	134	1074	900	01	P 1	96.51	96.51	96.51	85	85
	134	1074	900	01	P 8	.98	.93	.98	85	85
	134	1074	911	00	P 1			11.25	[illegible]	85
	134	1074	920	00	P 1	.14CR	29.84	219.02	[illegible]	84
	134	1074	920	00	P 8		.30	2.20	[illegible]	84
	134	1074	928	00	N 1			31.22	[illegible]	[illegible]
	134	1074	928	00	N 8			.31	[illegible]	[illegible]
	134	1074	940	00	P 1	.39CR	86.30	10,320.34	[illegible]	85
	134	1074	940	00	P 8		.88	104.13	[illegible]	84
	134	1074	941	00	P 1			5,932.04	[illegible]	84
	134	1074	941	00	P 8			59.91	[illegible]	84
	134	1074	942	00	P 1			68.46	[illegible]	[illegible]
	134	1074	942	00	P 8			.69	[illegible]	[illegible]
	134	1074	944	00	P 1	1.17CR	281.78	5,286.98	[illegible]	[illegible]
	134	1074	944	00	P 8	.01CR	2.85	53.41	[illegible]	[illegible]

```
 134  1074   270   [illegible]                                                     572.41      82   83
 134  1074   270   05 P 1                                  449.00                 449.00      84   84
 134  1074   270   06 P 1                                                                     
 134  1074   296   00 N 9      1,354.19CR           31,537.29CR        1,043,062.11CR      82   85
 134  1074   298   00 N 9      1,354.19             31,537.29          1,043,062.11        82   85
 134  1074   900   00 P 1      3,870.85             51,594.33CR           60,721.15        82   85
 134  1074   900   00 P 2                           31,109.80             85,224.41        82   85
 134  1074   900   00 P 8         39.09                202.12              1,878.53        82   85
 134  1074   900   00 N 1                           40,770.19             42,552.55        82   85
 134  1074   900   00 N 8                                2.73                 20.72        82   85
 134  1074   900   01 P 1         96.51                 96.51                 96.51        85   85
 134  1074   900   01 P 8           .98                   .93                   .98        85   85
 134  1074   911   00 P 1                                                    11.25        82   82
 134  1074   920   00 P 1           .14CR               29.84                219.02        82   85
 134  1074   920   00 P 8                                 .30                  2.20        82   84
 134  1074   928   00 N 1                                                    31.22        82   84
 134  1074   928   00 N 8                                                      .31        82   83
 134  1074   940   00 P 1           .39CR               86.30             10,320.34        82   85
 134  1074   940   00 P 8                                 .88                104.13        82   84
 134  1074   941   00 P 1                                                 5,932.04        82   84
 134  1074   941   00 P 8                                                    59.91        82   84
 134  1074   942   00 P 1                                                    68.46        83   83
 134  1074   942   00 P 8                                                      .69        83   83
 134  1074   944   00 P 1          1.17CR              281.78              5,286.98        82   85
 134  1074   944   00 P 8           .01CR                2.85                 53.41        82   85
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                        JUNE 1985         PAGE  244

                                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
   DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE      BEG   END
                      134   1074     945     00 P 1         .65CR          143.88          1,633.03      82    85
                      134   1074     945     00 P 8         .01CR            1.45             16.53      82    85
                      134   1074     946     00 P 1                                      5,050.43      82    84
                      134   1074     946     00 P 8                                         51.01      82    84
                      134   1074     948     00 P 1         .04CR            8.87            157.37      82    85
                      134   1074     948     00 P 8                           .09              1.27      82    84
                      134   1074     950     00 P 1                                      2,917.56      82    84
                      134   1074     950     00 P 8                                         29.46      82
                      134   1074     985     00 F 1                                         73.35      82
                      134   1074     985     00 P 8                                           .74      82
                                     TOT     P1          3,964.97      288,316.33CR      377,562.04
                                     TOT     P2                        268,928.90        844,144.19
                                     TOT     P8             40.05          208.66         13,225.93
                                     TOT     N1                         40,680.71         42,596.95
                                     TOT     N8                              2.43             20.72
                                   ** JOB TOTALS **      4,005.02  **   21,504.37  **  1,377,549.84  **

ITERCH                 CONT NO 9671   FA PROJ NOS F   0079009  98                     F   0079009     STATE
                      134   1089     201     00 P 1                          8,175.60         96,033.50
                      134   1089     201     00 P 8                                          4,346.20
```

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 4-153 & 154	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 10	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-1-85

State
Oregon

County
Washington

Project Number
IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,760,264	$ 1,760,264
	143,800 (823)	143,800 (823)
Federal funds	$ 826,059 (772)	$ 1,024,486 (772)
	528,423 (580)	329,996 (580)
Other revisions		

This modification is made for the following reasons: to increase Appn Code (772) funds released from project IX-68(2) and release Appn Code (580) funds in a like amount to be used on IX-68(5) and IX-68(6).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of April, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~BY~~XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrows
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 11, 1985

Federal-Aid Project No. IX-79(4)

SW 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total the same as previous estimate of 5-18-83	$ 257,800.00

Type Code ROW
Right-of-Way

Total the same as previous estimate of 5-18-83	$ 275,000.00

Type Code Y008
Channelization

Total the same as previous estimate of 8-20-84	$ 970,573.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of 8-20-84	$ 256,891.00

Summary of Funds

Description	Appn Code	Pro-Rata	Total Cost		Federal Funds		State Bonds
Preliminary Engineering	823	(85.8)	$ 167,600.00	257,800	$ 143,800.00		$ 23,800.00
Preliminary Engineering	772	(85.8)	75,400.00		64,690.00		10,710.00
Preliminary Engineering	772	(85.8)	14,800.00		12,698.00		2,102.00
Right-of-Way	772	(85.0)	236,000.00	275,000	200,600.00	233,750	35,400.00
Right-of-Way	772	(85.0)	39,000.00		33,150.00		5,850.00
Channelization	772	(85.0)	839,232.00		713,348.00		125,884.00
Channelization	580	(85.0)	131,341.00		111,639.00	329,996	19,702.00
Traffic Signals	580	(85.0)	256,891.00		218,357.00		38,534.00
Total			$1,760,264.00		$1,498,282.00		$261,982.00

Group 5	99%
Contract No.	9468
Prefix:	134-1946
Prefix:	134-2534
Prefix:	134-1074

RHZ:bkb

1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-254-255	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 9	9-22-84	Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,723,935.00	$ 1,760,264.00
Federal funds	$ 1,467,401.00	$ 1,498,282.00
Other revisions		826,0[illegible].00 77.0 [illegible] 424.00 - 55.0 143,8[illegible] - 82.3

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 20, 1984

FEDERAL AID PROJECT NO. IX-79(4)

SW 72ND AVE. INTERCHANGE (TIGARD) SECTION
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Total from Estimate of 5-18-83	$257,800.00

TYPE CODE Y008
CHANNELIZATION

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	310	$ 2,976.00	477.9	$ 4,587.84
Aggregate Shldrs.	7.35	800	5,880.00	860.6	6,325.41
Membrane Waterproofing	6.70	1,485	9,949.50	1,536.5	10,294.55
Concrete Inlets, Type G-1	390.00	21	8,190.00	23	8,970.00
8-Inch Drain Pipe	5.00	400	2,000.00	620	3,100.00
Guard Rail, Type 2A	10.00	300	3,000.00	325	3,250.00
Concrete Walks	13.38	750	10,035.00	826.5	11,058.57
Concrete Barrier	36.00	300	10,800.00	310	11,160.00
Delineators, Type 3	25.00	30	750.00	60	1,500.00
Type "E" , "EEE" & "I" Signs in Place	15.00	69	1,035.00	97.8	1,467.00
Excavate Below Subgrade (PA #7A)	6.10	---	---	109.1	665.51
Backfill with 3-4-5 Inch Riprap (PA #7B)	11.68	---	---	72	840.96
Backfill with 1-Inch Aggregate Base (PA #7C)	11.02	---	---	60	661.20
Revised Signing (PA #9A)	550.00			All	550.00

Furnish and Plant Shrubs (PA #10A)	7.00	---	---	652	4,564.00	
Bark Mulch (PA #10B)	150.00	---	---	16	2,400.00	
Place Soil Conditioner (PA #10C)	25.63	---	---	57.6	1,476.29	
Place Topsoil (PA #10D)	17.50			251.7	4,404.75	
Establishment Work On Shrubs (PA #10F)	1.00			625	625.00	
Establishment Work On Shrubs (PA #10H)	1.00			625	625.00	
Regrade Slopes (FA #10)	---	---	---	---	4,099.71	
	Subtotals		$ 56,490.50		$ 87,104.29	
					Increase	$ 30,613.79

Subtotal from estimate of May 18, 1983

All	819,630.98
Subtotal	$ 850,244.77
Engineering	120,328.23
Total	$ 970,573.00

TYPE CODE Y031
TRAFFIC SIGNALS

Subtotal from Estimate of May 5, 1982						$ 221,265.00
Added Loop Detector	865.00	---	---	---	865.00	
Addition Fire Pre-emption Cable (FA #9)	---	---	---	---	1,254.15	
				Subtotal	$ 2,119.15	

Increase	$ 2,119.15
Subtotal from estimate of May 5, 1982	221,265.00
Subtotal	$ 223,384.15
Engineering	33,506.85
Total	$ 256,891.00

Length of Project 16.96 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Bond Funds
Preliminary Engineering	823	(85.8)	$ 167,600.00	$ 143,800.00 ✓	$ 23,800.00
Preliminary Engineering	772	(85.8)	75,400.00	64,690.00 ✓	10,710.00
Preliminary Engineering	772	(85.8)	14,800.00	12,698.00 ✓	2,102.00
Right-of-Way	772	(85.0)	236,000.00	200,600.00	35,400.00
Right-of-Way	772	(85.0)	39,000.00	33,150.00	5,850.00
Channelization	772	(85.0)	605,789.00	514,921.00	90,868.00
Channelization	580	(85.0)	364,784.00	310,066.00	54,718.00
Traffic Signals	580	(85.0)	256,891.00	218,357.00	38,534.00
Total			$1,760,264.00	$1,498,282.00	$ 261,982.00

Group 5 99%
Prefix: 134-1946
Prefix: 134-2534
Prefix: 134-1074

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-208		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-23-83	Project Number IX-79(4)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,625,400.00	$ 1,723,935.00
Federal funds	$ 1,383,647.00	$ 1,467,401.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 18, 1983

Federal-Aid Project
No. IX-79(4)

SW 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 257,800.00
	Total	$ 257,800.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 244,039.00
	Subtotal	$ 244,039.00
	Acquistion Expense	30,961.00
	Total	$ 275,000.00

Type Code Y008
Channelization

Subtotal of previous estimate of May 5, 1982	$ 741,378.85

Previous Estimate

Trench Excavation	1,420 Cu. Yd.	13.35	$ 18,957.00
Class "B" or "C" Asphalt Conc.	4,300 Ton	17.40	74,820.00
Asph. Cement in Mix	240 Ton	166.00	39,840.00
			$ 133,617.00

Revised Estimate

Trench Excavation	2,347 Cu. Yd.	13.35	$ 31,332.45
Class "B" or "C" Asphalt Conc.	4,872 Ton	17.40	84,772.80
Asph. Cement in Mix	305 Ton	166.00	50,630.00
Furnish Special Backfill (P.A. #3)	780 Cu. Yd.	15.45	12,051.00
Excavate Below Subgrade (P.A. #4)	488 Cu. Yd.	6.10	2,976.80
Mirapi 500X Fabric (P.A. #4)	1,150 Sq. Yd.	1.26	1,449.00
3-4-5 inch Riprap (P.A. #4)	504 Cu. Yd.	11.68	5,886.72
1"-0 Aggregate Base (P.A. #4)	204 Cu. Yd.	11.02	2,248.08
Temporary Pavement Striping (E.W.O. #1)		All Required	$ 1,466.13
Perform Drainage Revision (E.W.O. #2)		All Required	2,318.97
Remove Soft Spots (E.W.O. #3)		All Required	386.48
Traverse Joint Work (E.W.O. #4)		All Required	10,000.00
Revise Drainage on 72nd (E.W.O. #5)		All Required	2,364.16
Replace Curb (E.W.O. #6)		All Required	987.45
Revise Drainage, 72nd & Fir (E.W.O. #7)		All Required	2,000.00
Extend 4-inch PVC Pipe (E.W.O. #8)		All Required	1,000.00
			$ 211,869.04
		Increase	$ 78,252.04
		Subtotal	819,630.98
		Engineering	120,369.02
		Total	$ 940,000.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of May 5, 1982 $ 251,135.00

Length of Project -------------- 16.96 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Fed. Funds	State (Bond) Funds
Preliminary Engineering	823	(85.8)	$ 167,600	$ 143,80	$ 23,800
Preliminary Engineering	772	(85.8)	75,400	64,690	10,710
Preliminary Engineering	772	(85.8)	14,800	12,698	2,102
Right-of-Way	772	(85.0)	236,000	200,600	35,400
Right-of-Way	772	(85.0)	39,000	33,150	5,850
Channelization	772	(85.0)	575,216	488,933	86,283
Channelization	580	(85.0)	364,784	310,066	54,718
Traffic Signals	580	(85.0)	251,135	213,464	37,671
Total			$ 1,723,935	$ 1,467,401	$ 256,534

Group 5 99%
Prefix: 134-1946
Prefix: 134-2534
Prefix: 134-1074

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-91 & 92

PROJECT REPORT NUMBER

MODIFICATION NUMBER 7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

September 14, 1982

State Oregon

County Washington

Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,625,000	$1,625,000
	974,557 580	439,776 580
Federal funds	$ 265,290 772	$ 800,071 772
	143,800 823	143,800 823
Other revisions		

This modification is made for the following reasons: to increase Appn Code 772 funds to utilize an unobligated balance and reduce Appn Code 580 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 10, 1982

Federal-Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway in
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 257,800.00
	Total	257,800.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 244,039.00
	Subtotal	$ 244,039.00
	Acquisition Expense	30,961.00
	Total	$ 275,000.00

Type Code Y008
Channelization

Total the same as previous estimate of May 5, 1982	$ 841,465.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of May 5, 1982	$ 251,135.00

Length of Project ---------------- 16.96 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Fed. Funds	State (Bond) Funds
Preliminary Engineering	823	(85.8)	$ 167,600	$ 143,800	$ 23,800
Preliminary Engineering	772	(85.8)	75,400	64,690	10,710
Preliminary Engineer	772	(85.8)	14,800	12,698	2,102
Right-of-Way	772	(85.0)	236,000	200,600	35,400
Right-of-Way	772	(85.0)	39,000	33,150	5,850
Channelization	772	(85.0)	575,216	488,933	86,283
Channelization	580	(85.0)	266,249	226,312	39,937
Traffic Signals	580	(85.0)	251,135	213,464	37,671
TOTAL			$ 1,625,400	$ 1,383,647	$ 241,753

Group 5 99%
Prefix: 134-1946

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8 25 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** J 27 82	State Oregon County Washington Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,571,600.00	$ 1,625,000.00
Federal funds	$ 1,337,799.00	$ 1,383,647.00
Other revisions		

This modification is made for the following reasons: to include increase in preliminary engineering cost and right of way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 6, 1[illegible]2

Federal-Aid Project
No. IX-79(4)

S.W. 72nd Aye. Interchange (Tigard) Section
Beaverton-Tigard Hwy. in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$257,800.00
	TOTAL	$257,800.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$244,039.00
	SUBTOTAL	$244,039.00
	Acquisition Expense	30,961.00
	TOTAL	$275,000.00

Type Code Y008
Channelization

Total the same as previous estimate of May 5, 1982	$841,465.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of May 5, 1982	$251,135.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Fed. Funds	State(Bond)Funds
Preliminary Engineering	823	(85.8)	$ 167,600	$ 143,800	$ 23,800
Preliminary Engineering	772	(85.8)	75,400	64,690	10,710
Preliminary Engineering	580	(85.8)	14,800	12,698	2,102
Right-of-Way	772	(85.0)	236,000	200,600	35,400
Right-of-Way	580	(85.0)	39,000	33,150	5,850
Channelization	580	(85.0)	841,465	715,245	126,220
Traffic Signals	580	(85.0)	251,135	213,464	37,671
TOTALS			$1,625,400	$1,383,647	$ 241,753

Group 5 99% Group 8 1%

Prefix: 134-1946
134-2534
134-1074

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6-8 & 6-9
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-24-82

State: Oregon
County: Washington
Project Number: IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 15, 19 78, is hereby modified as follows:

	Former amount	Revised amount
	167,600.00	167,600.00(823)
Estimated total cost of project	$ 311,400.00	$ 311,400.00(772)
	---	1,092,600.00(580)
Federal funds	$ 143,800.00	$ 143,800.00(823)
	265,080.00	265,290.00(772)
Other revisions	---	928,709.00(580)

This modification is made for the following reasons: ADDING CONSTRUCTION PHASE.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 5, 1982

Federal-Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Hwy. in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$243,000.00
	TOTAL	$243,000.00

Type Code ROW
Right of Way

Right of Way	All Required	$200,000.00
	SUBTOTAL	$200,000.00
	Acquisition Expense	36,000.00
	TOTAL	$236,000.00

Type Code Y008
Channelization

Mobilization		All Required	$ 45,780.00
Temporary Protection and Direction of Traffic		All Required	5,215.00
Temporary Signs	310 Sq. Ft.	9.60	2,976.00
Temporary Barricades	18 Each	54.00	972.00
Temporary Plastic Safety Markers	14 Each	54.00	756.00
Flagmen	1,100 Hour	9.40	10,340.00
Clearing and Grubbing		All Required	18,000.00
Removal of Structures and Obstructions		All Required	10,000.00
General Excavation	21,500 Cu. Yd.	2.55	54,825.00
Trench Excavation	1,420 Cu. Yd.	13.35	18,957.00
Finishing Roadbed and Slopes		All Required	2,450.00
Watering	50 M-Gal.	9.60	480.00
Aggregate Shoulders	800 Ton	7.35	5,880.00
Treated Base Mixture	8,500 Ton	10.35	87,975.00
Cement in Treated Base Mixture	470 Ton	70.00	32,900.00

Class "B" or Class "C" Asphalt Concrete Mixture	4,300 Ton	17.40	74,820.00
Asphalt Cement in Mixture	240 Ton	166.00	39,840.00
Membrane Waterproofing	1,485 Sq. Yd.	6.70	9,948.50
12-inch Sewer Pipe	670 Lin. Ft.	9.00	6,030.00
18-inch Sewer Pipe	2,210 Lin. Ft.	13.70	30,277.00
36-inch Sewer Pipe	60 Lin. Ft.	29.85	1,791.00
Extra for Pipe Under Pavement	770 Lin. Ft.	4.00	3,080.00
Concrete Manholes	7 Each	1,550.00	10,850.00
Concrete Inlets, Type G-1	21 Each	390.00	8,190.00
Concrete Inlets, Type G-2MA	5 Each	590.00	2,950.00
8-inch Drain Pipe	400 Lin. Ft.	5.00	2,000.00
Special Filter Material in Drains	125 Cu. Yd.	15.00	1,875.00
Guard Rail, Type 2A	300 Lin. Ft.	10.00	3,000.00
Guard Rail, Type 3	100 Lin. Ft.	11.00	1,100.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	60.00	240.00
Concrete Walks	750 Sq. Yd.	13.38	10,035.00
Concrete Driveways	80 Sq. Yd.	14.58	1,166.40
Concrete Curbs	2,850 Lin. Ft.	3.80	10,830.00
Extra for Asphalt Approaches	5 Each	125.00	625.00
Concrete Barrier	300 Lin. Ft.	36.00	10,800.00
Delineators, Type 2	15 Each	20.00	300.00
Delineators, Type 3	30 Each	25.00	750.00
Roadside Seeding and Mulching	3 Acre	1,130.00	3,390.00
Furnishing and Planting Deciduous Trees	15 Each	25.45	381.75
Furnishing and Planting Conifer Trees	39 Each	20.30	791.70
Furnishing and Planting Shrubs	1,010 Each	6.15	6,211.50
Bark Mulch	28 Unit	125.00	3,500.00
Soil Conditioner	78 Cu. Yd.	15.00	1,170.00
Bridge Removal Work		All Required	27,300.00
Structure Excavation	280 Cu. Yd.	12.00	3,360.00
Concrete in Walls	173 Cu. Yd.	225.00	38,925.00
Reinforcement in Walls	4,900 lbs	0.39	1,911.00
Two Tube Steel Railing	287 Lin. Ft.	50.00	14,350.00
Three Tube Steel Railing	287 Lin. Ft.	58.00	16,646.00
Removal of Existing Sign Installations		All Required	2,000.00
Wood Sign Posts		All Required	2,000.00
Sign Support Footings		All Required	3,000.00
Breakaway Sign Posts		All Required	3,000.00

Single Post Slip Base Sign Supports		All Required	1,500.00
Signle Post Breakaway Sign Supports		All Required	750.00
Horizontal and Vertical Arms for Signs Mounted on Signal Poles		All Required	3,000.00
Type "A" Signs in Place	435 Sq. Ft.	18.00	7,830.00
Type "C", "D" and "R" Signs in Place	228 Sq. Ft.	8.50	1,938.00
Type "EE", "EEE" and "I" Signs in Place	69 Sq. Ft.	15.00	1,035.00
Type "U" Signs in Place	6 Sq. Ft.	15.00	90.00
Move, Modify and Reinstall Existing Signs		All Required	3,000.00
Pole Foundations		All Required	10,939.00
Roadway Lighting Poles and Bracket Arms		All Required	19,173.00
Luminaires and Ballasts		All Required	5,632.00
Switching Conduit, Wiring, Lamps, Etc.		All Required	23,900.00
			$ 736,328.85

Anticipated Items

Permanent Pavement Striping			$ 3,000.00
Temporary Pavement Striping		All Required	750.00
On-the-job Trainees ($0.80 x 1,000 hrs.)		All Required	800.00
Purchase Existing PGE Pole (to furnish power for our illum.)		All Required	500.00
			$ 5,050.00
		SUBTOTAL	$ 741,378.85
		Engineering	100,086.15
		TOTAL	$ 841,465.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete		All Required	$ 179,558.00
Fire Pre-emption System, Complete		All Required	25,957.00
			$ 205,515.00

Anticipated Items

State Furnished Signal Software	All Required	$ 2,500.00
Signal Controller Testing	All Required	8,750.00
"OPTICOM" Testing	All Required	4,500.00
		$ 15,750.00
	SUBTOTAL	$221,265.00
	Engineering	29,870.00
	TOTAL	$251,135.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Fed. Funds	State (Bond) Funds
P.E.	823	(85.8%)	$ 167,600	$ 143,800	$ 23,800
P.E.	772	(85.8%)	75,400	64,690	10,710
R/W	772	(85 %)	236,000	200,600	35,400
Channelization	580	(85 %)	841,465	715,245	126,220
Traffic Signals	580	(85 %)	251,135	213,464	37,671
			$1,571,600	$1,337,799	$ 233,801

Group 5 99%; Group 8 1%
Prefix: 134-1946
134-2534
134-1074

STATE COPY 2.

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-137
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10/19/81

State: Oregon
County: Washington
Project Number: IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$243,000.00	$479,000.00
	143,800.00(823)	143,800.00(823)
Federal funds	$ 64,480.00(772)	$265,080.00(772)
Other revisions		

This modification is made for the following reasons: to include authorized right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engr.
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 15, 1981

Federal Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Hwy. In Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$243,000.00
	TOTAL	$243,000.00

Type Code ROW
Right of Way

Right of Way	All Required	$200,000.00
	SUBTOTAL	$200,000.00
	Acquisition Expense	36,000.00
	TOTAL	$236,000.00

Length of Project ------------ 0.57 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	Bond Funds
P.E.	823	$ 167,600.00	$ 143,800.00	$ 23,800.00
P.E.	772	75,400.00	64,480.00	10,920.00
R/W	772	236,000.00	200,600.00	35,400.00
SUBTOTAL		$ 479,000.00	$ 408,880.00	$ 70,120.00
Retain in Program				
Contract Work	772	1,326,000.00	1,127,100.00	198,900.00
TOTAL		$1,805,000.00	$1,535,980.00	$269,020.00

Group 5	100%
Prefix	134-1946 134-2534

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-292 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-15-81	OREGON County WASHINGTON Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 216,900.00	$ 243,000.00
Federal funds	$ 186,095.00	$ 208,280.00
Other revisions		

This modification is made for the following reasons: To include approved increase for Preliminary Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

ASST. STATE HIGHWAY ENGINEER
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon September 16, 1981

FEDERAL AID PROJECT
NO. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Hwy. in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$243,000.00
	TOTAL	$243,000.00

Length of project------------ 0.57 mile

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	BOND FUNDS
Preliminary Engineering	$ 243,000.00	$ 208,280.00	$ 34,720.00
Retain in Program			
R/W	602,000.00	516,515.00	85,485.00
Construction	1,026,000.00	880,305.00	145,695.00
TOTAL	$1,871,000.00	$1,605,100.00	$265,900.00

Group - 5-100%
Group - 6-0%
Prefix - 134-1946

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-99	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
MODIFICATION NUMBER 2	3/3/81	Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 167,600.00	$ 216,900.00
Federal funds	$ 143,800.00	$ 186,095.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________
(Division Administrator)
For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 27, 1981

Federal Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Hwy. in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$216,900.00
	TOTAL	$216,900.00

Length of project --------- 0.57 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	Bond Funds
Preliminary Engineering	$ 216,900.00	$ 186,095.00	$ 30,805.00
Retain in Program			
R/W	602,000.00	516,515.00	85,485.00
Construction	1,026,000.00	880,305.00	145,695.00
TOTAL	$1,844,900.00	$1,582,915.00	$261,985.00

Group 1-100%
Prefix 134-1946

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-25		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	3-30-78	Project Number IX-79(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 85,000	$ 167,600
Federal funds	$ 72,930	$ 143,800
Other revisions		

This modification is made for the following reasons: Additional cost of Preliminary Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of March, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

G-Files

Oregon State Highway Division
Salem, Oregon, March 23, 1978

Federal Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Hwy. In Washington County

Revised Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$167,600.00
	TOTAL	$167,600.00

Length of Project - - - - - - - - - - - - 0.57 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	Bond Funds
P.E.	$167,600.00	$143,800.00	$ 23,800.00
Retain In Program			
R/W	602,000.00	516,515.00	85,485.00
Construction	1,026,000.00	880,305.00	145,695.00
TOTAL	$1,713,000.00	$1,469,750.00	$243,250.00

Group 1-100%
Prefix-134-1946
Pro Rata-85.8%

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-58	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-8-77	te Oregon County Washington Project No. IX-79(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, 0.75 mi. W. of Jct. I-5 (Tigard)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5/12/77	0.57
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 85,000	$ 72,930

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Administrator)
G. L. Green

Date executed by Division Administrator AUG 08 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

GPO 907-027

Oregon State Highway Division
Salem, Oregon August 2, 1977

Federal Aid Project
No. IX-79(4)

S.W. 72nd Ave. Interchange (Tigard) Section

Beaverton-Tigard Hwy. in Washington County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$85,000.00
	TOTAL	$85,000.00

Length of Project - - - - - - - - - - - - 0.57 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	Bond Funds
P.E.	$ 85,000.00	$ 72,930.00	$ 12,070.00
Retain in Program			
R/W	602,000.00	516,515.00	85,485.00
Construction	1,026,000.00	880,305.00	145,695.00
TOTAL	$1,713,000.00	$1,469,750.00	$243,250.00

Group 1 - 100%

Prefix: 134-1946

Pro Rata: 85.8%

rll STATE COPY cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 10/30/84	REPORT MADE BY 10-30-84 T. P. Lowe, Area Engineer		PROJECT NO. IX-79(4)
COMPLETION DATE (Actual) 6/14/83	ACCEPTANCE DATE BY CONRTACT AGENCY 7/25/84	TIME ELAPSED 116 %	CONTRACT TIME 250 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW 72ND AVENUE INTERCHANGE (TIGARD)
BEAVERTON - TIGARD
Grading, Paving, Structure, Signing, Illumination & Signals

The project provided for the complete reconstruction of the Highway 217 - 72nd Avenue Interchange. Also four intersections on 72nd Avenue were signalized.

The contractor used 297 days to complete the project. The contract allowed 250 days. The State granted a 47 day time extension. No liquidated damages were charged.

The final cost of $1,224,803 overran the original authorization by one percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 5 '84
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy 11/6

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed By P. LOWE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/2/84	TITLE Field Operations Engineer	DATE 11/2/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

August 3, 1984

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9468

Gentlemen or Ladies:

On August 2, 1984, we wrote to you concerning release of final payment on Contract No. 9468 awarded to Columbia Excavating, Inc. for work on the SW 72nd Avenue Interchange (Tigard) Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $38.31. The total contract amount is $1,032,629.16 including $34,340.21 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Columbia Excavating, Inc.
PO Box 278
Tualatin, OR 97062

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
6/27

7. DATE AUTHORIZATION EFFECTIVE 4-18-84

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
S.W. 72nd Ave. Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install reflector buttons

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4-18-84 as requested in Mr. Fredrickson's letter of 6-18-84 as being cost effective for the use of City of Tigard forces to proceed with the above work. State Force Order No. 6 representing work to be performed by City of Tigard forces is approved for TEC of $450 Federal Funds $383.

14. DATE 6/25/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

F

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SW 72nd Avenue Intchg (Tigard)

WEEK ENDING: April 14, 1984

SECTION PREFIX: 134-1074

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

NAME OF JOB: Hwy 217 @ S.W. 72nd Avenue

KIND OF WORK: Grading, Paving, Structures, Signs, Illumination and Signals

CONTRACTOR: Columbia Excavating Inc.

CONTRACT NUMBER: 9468

FEDERAL AID PROJECT NUMBER: IX-79(4)

DATE OF CONTRACT: May 7, 1982

DATE WORK STARTED: May 7, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: *290

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 290

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: **$1,215,600.77

EXCLUSIVE OF ENGINEERING: $1,035,600.77

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,039,646.78

ESTIMATED PERCENT OVERRUN: 0.4 %

ENGINEERING AUTHORIZATION: **$180,000.00

ENGINEERING COST TO DATE: $194,454.48

PERCENT OF AUTHORIZATION: 108.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 14, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscape
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.36	0.36			0.36
MILES PARTIALLY COMPLETED	0.36	0.36			0.36
MILES COMPLETED	0.36	0.36			0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21500 CY	8,500 T			4,300 T
TOTAL QUANTITIES CORRECTED TO DATE	15862 CY	8,575 T			4,800 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15862 CY	8,575 T			4,800 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

SIGNALS

ITEM	SIGNING	ILLUMIN	HAMPTON @ 72nd	NB RAMP @ 72nd	HUNZIKER @ 72nd	SB RAMP @ 72nd		RETAINING WALLS
PERCENT	100	100	100	100	100	100		100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Rain	0		
MONDAY 9	Rain	0		
TUESDAY 10	Showers	0		
WEDNESDAY 11	Showers	0		
THURSDAY 12	Showers	0		
FRIDAY 13	Cloudy	0		
SATURDAY 14		0		

CE F
CAE
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SCS
RECEIVED
APR 16 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Apr 8 SUNDAY	No Activity
Apr 9 MONDAY	No Activity
Apr 10 TUESDAY	No Activity
Apr 11 WEDNESDAY	No Activity
Apr 12 THURSDAY	No Activity
Apr 13 FRIDAY	No Activity
Apr 14 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All work completed. Final inspection held 12/1/83.

ANTICIPATED NEXT WEEK: This will be the last Weekly Report. Third Notification submitted.

SIGNED Jerry C. Street LOCATION Portland, Oregon
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

bc H. S. Coulter
C. O. Fredrickso..
Al Harwood w/att.
Jerry Street w/att.
Bob Church
FHWA w/att.

January 24, 1984

Columbia Excavating, Inc.
P.O. Box 278
Tualatin, OR 97062

CON

Time Extension Request
SW 72nd Ave. Intchge. (Tigard)
Contract No. 9468
FAP No. IX-79(4)

Your second request for additional contract time in which to complete the above project has been carefully reviewed. You requested additional contract time for several reasons and this letter will respond to those delays deemed to be valid reasons for contract time adjustment.

1. Landscape Revisions:

   Our letter of July 11, 1983 granted several additional calendar days of contract time for delay estimated to result from the landscape revisions. The work has been completed, and a review of the project records indicate that the additional time we estimated for this work was incorrect. Therefore, in response to your present request, a contract time adjustment of an additional 23 calendar days is granted due to the revised landscape work performed.

2. Our letter of July 11, 1983 also indicated that delays resulting from the water line contractor's work had been adequately covered by stop work orders. Upon review of the additional data you have presented, and a review of the project records, it appears that delays beyond those covered by stop work orders did occur. These delays were sufficient to warrant an additional 17 calendar days of contract time.

In summary, a contract time adjustment of an additional 40 calendar days is granted due to performance of the revised landscape work and due to the schedule conflicts between your contract work and the water line contractor's work.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bryant Jackmond
Contract Administration Engineer

DATE: January 11, 1984

FROM: Marion Craft
Marion Craft
Region Construction Engineer

CE RECEIVED CH
CAE
FOE
OCS JAN [illegible]
SCS CONSTRUCTION
ESO SECTION CF

SUBJECT: SW 72nd Ave. Intchge.
Contract No. 9468

Attached is a second time extension request from the contractor, and Jerry Street's letter of explanation, his analysis, and his recommendation.

The contractor was granted a 7 day time extension as a result of his first request. This second request includes more information and a much better, detailed explanation of some of the reasons for the time overrun.

Some pertinent data concerning time on this job are as follows:

Contract awarded - May 7, 1982
First notification - May 27, 1982
Contract time - 250 calendar days
Original contract completion time - March 16, 1983
Second notification - June 14, 1983 (297 days)
First time extension - 7 days
Present liquidated damages - 40 days

Jerry Street's letter goes into a very detailed account of the way the contract time was handled on this job, including stop work orders, in an attempt to work with concurrent construction contracts with the City of Tualatin and a water line contract, plus trying to get the paving done after the water line work and during the winter months.

I concur in Jerry's recommendations, which total 40 days, and which would eliminate all liquidated damages.

1-17-84

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend a 40 CD time extension, eliminating all liquidated damages.

B. Jackmond

MC/gw
Attachment
cc Jerry Street

.125-1387

9437

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 10, 1984

In Reply Refer To
File No.:

ANDY COTUGNO
Metropolitan Service District
527 SW Hall
Portland, OR 97201

FUNDING REVISION FOR
SW 72nd AVENUE INTERCHANGE PROJECT

Our records indicate that there is $30,872 (Federal funds) shortfall on the SW 72nd Avenue Interchange project. The funding picture is as follows:

	Metropolitan Service District Authorization	Estimated Costs Federal Funds
Preliminary Engineering	$ 221,188	$ 221,188
Right-of-way	233,750	233,750
Construction	1,012,462	1,043,344
TOTAL	1,467,400	1,498,272

Please transfer the needed $30,872 from the Lake Oswego Creek Bridge project reserve to the SW 72nd Avenue Interchange project to cover the overrun in construction. See documentation for the Lake Oswego Bridge funding for impact on the reserve.

THEODORE A. SPENCE
Plan & Program Manager

Attachment

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Z
FOR ______

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: S.W. 72nd Ave. Interchange

Jurisdiction: ODOT

Type of Federal Funds: [✓ e(4)] FAU Other ______ State Match _ Local Match ______

Sponsor: ODOT

	MSD AUTHORIZATIONS FED. $	ESTIMATED COST FED. $
PE	$221,188	$221,188
R/W	233,750	233,750
Const.	1,012,462	1,043,334
Total	1,467,400	1,498,272

TOTAL ADDITIONAL FUNDS NEEDED: $30,872

COMMENTS: Const. Auth is $30,872 short

RECOMMENDED ACTION: Transfer needed auth from Lake Oswego Bridge Project Reserve

Preparer

Date [illegible]/19/84

9468

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

DATE: December 30, 1983

TO: Ted Spence
Metro Region

ORIGINAL SIGNED BY
[illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Project No. IX-79(4)
S.W. 72nd Ave. Interchange Sec.
Beaverton-Tigard Highway
Washington County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner
K. Bunk

6

(8)

+39,871 FF + [illegible]

RHZ

Oregon State Highway Division
Salem, Oregon 1983

Federal Aid Project
No. IX- 79 (4)

S.W. 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway
Washington County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 257,800.00
	Total	$ 257,800.00

Type Code ROW
Right of Way

Right of Way	All Required	$ 244,039.00
	Subtotal	244,039.00
	Acquisition Expense	30,961.00
	Total	275,000.00

Type Code V-08
Channelization

Subtotal of previous estimate of May 5, 1982 $ 819,630.98

Previous Estimate

Special Filter Material in Drains	125 Cu.Yd.	15.00	$1,875.00
Concrete Walks	750 Sq.Yd.	13.38	10,035.00
Delineators, Type 3	30 Each	25.00	750.00
			$ 12,660.00

Revised Estimate

Special Filter Material in Drains	256 Cu.Yd	15.00	$ 3,840.00
Concrete Walks	826 Sq.Yd.	13.38	11,051.00
Delineators, Type 3	60 Each	25.00	1,500.00
Add Loop Detector Wiring (P.A#5)		All Required	865.00
Excavate Below Subgrade (P.A#7)	109 Cu.Yd	6.10	664.90
Backfill/Riprap - 3-4-5 Inch (P.A#7)	72 Cu.Yd	11.68	840.96
Backfill/ 1 Inch Aggr. Base (P.A#7)	60 Cu.Yd	11.02	661.20
Revised Signing (PA#9)		All Required	550.00
Furnish & Plant Shrubs (P.A#10)	652 Each	7.00	4,564.00
Bark Mulch (PA#10)	16 Unit	150.00	2,400.00
Place Soil Conditioner (PA#10)	57 Cu.Yd	25.63	1,460.91
Place Top Soil (PA#10)	251 Cu.Yd.	17.50	4,404.75
Extend Bike Path (PA#11)		All Required	206.56
Add Fire Premption (E.W.O # 9)		All Required	1,254.15
Regrade Slopes (E.W.O #10)		All Required	4,099.71
			$ 38,362.14

increase	$ 25,702.14
subtotal	845,333.12
Engineering	127,666.88
Total	$ 973,000.00

Type Code Y031

Traffic Signals

Subtotal of previous estimate of May 5, 1982

	$ 221,265.00
subtotal	221,265.00
Engineering	33,189.00
Total	$ 254,454.00

Length of project – – – – 16.96 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Fed. Funds	State (Bond) Funds
Preliminary Engineering	823	(85.8)	$ 167,600	$ 143,800	$ 23,800
Preliminary Engineering	772	(85.8)	75,400	64,690	10,710
Preliminary Engineer	772	(85.8)	14,800	12,698	2,102
Right-of-Way	772	(85.0)	236,000	200,600	35,400
Right-of-Way	772	(85.0)	39,000	33,150	5,850
Channelization	772	(85.0)	575,216	488,933	86,283
Channelization	580	(85.0)	397,784	338,116	59,668
Traffic Signals	580	(85.0)	254,454	216,285	38,169
TOTAL			$ 1,760,254	$ ~~[illegible]~~ $ 1,498 272	$ 261,982

Group 5 99%
Prefix: 134-1946
Prefix: 134-2534
Prefix: 134-1074

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER/FEDERAL AID URBAN PROJECTS

OREGON STATE HIGHWAY DIVISION
(CONTINUED)

PROJECT DESCRIPTION	ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
*161 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-*2********208*331*332** FAP79									
INTERSTATE TRANSFER FUNDS									
PE	221,188	0	0	0	0	0	0	221,188	0
R/W	233,750	0	0	0	0	0	0	233,750	0
CONST	928,709	0	0	0	0	0	0	928,709	0
RESRV	0	0	0	0	0	0	0	0	0
TOTAL	1,383,647	0	0	0	0	0	0	1,383,648	0
*162 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING********249*334*470*372************************** FAU9091									
INTERSTATE TRANSFER FUNDS									
CONST	248,113	0	0	0	0	0	0	224,550	-23,563
RESRV	0	0	0	0	0	0	26,200	26,200	0
TOTAL	248,113	0	0	0	0	0	26,200	250,750	-23,563
*163 ALLEN BLVD INTERCHANGE - CONSTRUCTION********264*407*335** FAP79									
INTERSTATE TRANSFER FUNDS									
PE	8,245	0	0	0	0	0	0	8,245	0
CONST	6,005,028	0	0	0	0	0	0	6,005,028	0
RESRV	0	0	0	0	0	0	14,112	14,112	0
TOTAL	6,013,273	0	0	0	0	0	14,112	6,027,385	0
*164 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION********267*408*** FAP27									
INTERSTATE TRANSFER FUNDS									
CONST	1,422,729	0	0	0	0	0	0	1,590,290	167,561
*165 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD********269*426***************************** MISC									
INTERSTATE TRANSFER FUNDS									
PE	442,128	328,822	0	0	0	0	0	770,950	0
RESRV	0	0	0	0	0	0	992,025	992,025	0
TOTAL	442,128	328,822	0	0	0	0	992,025	1,762,975	0

ANNUAL ELEMENT YEAR

9468 144

12553

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: SW 72nd Avenue Interchange (Tigard) Contract NO.: 9468
Highway: Beaverton - Tigard Prefix No.: 134-1074
County: Washington FA No.: IX-79(4)

ITEM NO.	ITEM	Unit	ORIGINAL	SEMI-FINAL	±%
	SUMMARY				
	Bid Item	$	941,843,85	954,591.02	+1
	Anticipated Items	$	20,800.00	25,356.92	+18
	Contingencies	$	72,956.92*	73,855.23	+1
	Engineering	$	180,000.00*	180,000.00	0
	Liquidated Damages	$	0.00	-9,000.00	
	TOTALS		1,215,600.77	1,224,803.17	+1

* Reflects increase in Project Authorization & Engineering granted 10-12-8

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

✓ Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 2 1983
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

CON

DATE: October 3, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway, Washington County
Contract No. 9468

This federal aid project is essentially complete and it is apparent that the final cost will exceed the project authorization by $123,000 or 11.3 percent.

Additional quantities of paving materials were used to provide additional depth of overlayment for increased strength in and over distressed areas, and to provide proper superelevation. This work was necessary in order to produce a project of acceptable quality and added more than $20,000 to the cost of the project.

Three sizeable items of extra work added nearly $43,000 to the cost of the overrun. This includes $12,000 for importation of material to backfill trenches, replacing native material which was too rocky for use over the sewer lines. It also includes $12,000 for construction of paving dams at transverse joints in the 72nd Avenue undercrossing structure, an item not included in the contract plans, but necessary to allow proper construction. The third major item of extra work is some $18,700 of landscape revisions and contouring work to make the project aesthetically compatible with the surrounding area.

The remainder of the overrun amount consists primarily of construction engineering. The project was broad in scope, consisting of grading, paving, structures, signing, illumination and signals and it involved a fairly large number of bid items (68). Though individual quantities of each item were relatively small, most items required similar documentation and expense to complete. The overrun was further aggravated by the length of time that the contractor took to complete the project, and this is only partially offset by the liquidated damages assessed.

This overrun will require reallocation of Interstate Transfer funds by the Metropolitan Service District. MSD has been advised of this need.

There are sufficient funds available in the category of work and all the increase, except $24,660, is eligible for federal participation.

I recommend that the authorization be increased by $123,000 to a new total of $1,215,600.77. This matter will be on the consent calendar for the October 11 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

CTC 412

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 29, 1983

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT:

Request for Increase in Project Authorization
SW 72nd Ave. Interchange (Tigard) Section
Beaverton-Tigard Highway, Washington County
Contract No. 9468

This federal aid project is essentially complete and it is apparent that the final cost will exceed the project authorization by $123,000.00 or 11.3 percent.

Additional quantities of paving materials were used to provide additional depth of overlayment for increased strength in and over distressed areas, and to provide proper superelevation. This work was necessary in order to produce a project of acceptable quality and added more than $20,000 to the cost of the project.

Three sizeable items of extra work added nearly $43,000 to the cost overrun. This includes $12,000 for importation of material to backfill trenches, replacing native material which was too rocky for use over the sewer lines. It also includes $12,000 for construction of paving dams at transverse joints in the 72nd Avenue undercrossing structure, an item not included in the contract plans, but necessary to allow proper construction. The third major item of extra work is some $18,700 of landscape revisions and contouring work to make the project aesthetically compatible with the surrounding area.

The remainder of the overrun amount consists primarily of construction engineering. The project was broad in scope, consisting of grading, paving, structures, signing, illumination and signals and it involved a fairly large number of bid items (68). Though individual quantities of each item were relatively small, most items required similar documentation and expense to complete. The overrun was further aggravated by the length of time that the contractor took to complete the project, and this is only partially offset by the liquidated damages assessed.

This overrun will require re-allocation of Interstate Transfer funds by the Metropolitan Service District. MSD has been advised of this need.

There are sufficient funds available in the category of work and all the increase, except $24,660, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $123,000.00. Also attached is a copy of the Expected Overrun of Project Authorization Form.

OBJ:mk

Attach.

cc: E. L. Hardt
Jerry Street
R. D. Church
D. E. Swan

9461

5

September 29, 1983

City of Tigard
City Hall
Tigard, OR 97223

AGR

Attention: **Doris Hartig**
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 151

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a supplemental agreement which defines the State and City maintenance-power responsibilities for the interconnected fraffic signal system and roadway lighting which were installed as part of the 72nd Avenue Interchange Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

9463

DM MRE OE PTM CE
TCS ME
US 9-19-83 PDM
CSA Metro Region TAM
CO PA EM BUD LM

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

September ~~14~~ 17, 1983

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
9002 S.E. McLoughlin
Milwaukie, Oregon 97222

RE: 72nd Avenue Interchange (Beaverton-Tigard Highway)
Proposed Agreement

Dear Mr. Rose:

The Tigard City Council at their regular meeting August 22, 1983, adopted Resolution No. 83-88 and approved execution of the agreement with Oregon Department of Transportation.

Please have the enclosed three documents executed and return a copy for the city files.

If I may be of further assistance to you on this matter, please feel free to contact me.

Sincerely,

Doris Hartig
is Hartig
y Recorder

ARD, OREGON 97223 HOLMES PH: 639-4171

---

om Metro JON ROSE
Date 9-19-83
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic | Region I Accounting
Comment: Here are 3 copies of the agreement covering operations of signals at the 72nd Ave Interchange on the Beaverton-Tigard Hwy, signed by City officials and approved by the Metro Region Engineer
Please process.
Jon Rose

July 11, 1983

CON

Columbia Excavating, Inc.
P. O. Box 278
Tualatin, OR 97062

Time Extension Request
S.W. 72nd Avenue Interchange
Contract No. 9468
FAP No. IX-79(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. The delays resulting from the waterline conflict have been adequately covered by stop work orders, during which contract time was not charged. The revised landscape work was altered work and is estimated to require an additional seven calendar days to accomplish. Accordingly, a contract time adjustment of an additional seven calendar days is granted for this altered work.

There remains 40 calendar days of liquidated damages under this contract. Should you wish to review this matter further, or to submit additional data, please contact Project Manager Jerry Street.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
 for Operations

OBJ:mk st

bc H. S. Coulter
 C. T. Keasey
 Al Harwood w/att.
 Jerry Street w/att.
 FHWA w/att.
 Bob Church

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 6, 1983

TO: BRYANT JACKMOND
Contract Administration Engineer

Marion Craft

FROM: MARION CRAFT, Metro
Region Construction Engineer

SUBJECT: SW 72nd AVE. INTCHGE. (TIGARD)
Contract No. 9468

Attached is a Time Extension Request from the contractor, in which he is asking for a 96 day time extension. Jerry Street has outlined the work done by the contractor, and lists his schedule, the conflicts that came up on the job, and the added landscape work.

We have taken care of the work conflicts with Stop Work Orders, and I agree with Jerry's analysis that the added landscape work should justify the 7 day extension. I recommend we grant the contractor a 7 day time extension due to the added amount of the landscape work.

7-6-83

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a time extension of 7 C.D. due to the altered landscape work.

The project is now complete and indications are that the contractor will submit a second request based upon actual time required.

D. B. Jackmond

MC/gw
Attachment
cc Jerry Street

CE
CAE
FOE
OCS
SCS
EEO

RECEIVED
JUN 7 1983
CONSTRUCTION SECTION

CA
LS
TC
FE

81-125-1387

9461

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: G. A. Potter ATTN: Mainor Holmes
Manager, Program Section

DATE: May 27, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Supplemental Maintenance-Power Agreement No. 7512
Traffic Signal Installation
Beaverton-Tigard Highway No. 144
City of Tigard

In response to receiving a copy of Mr. Frank A. Currie's letter dated May 23, 1983 to Jon Rose, we offer the following comments:

1. The provision of notifying a city of expensive maintenance costs is included in all agreements wherein we maintain the signal and the city pays the cost. We believe this is only right and proper and should be included. If Mr. Currie chooses to ignore the notice and just pay the bill, he is certainly at liberty to do so.

2. The maintenance responsibilities are a continuance and in accordance with Throughway Agreement No. 7512 which was adopted by Resolution 81-103 and passed by the City Council September 14, 1981. Muddying the waters of jurisdiction is contrary to efficiency. State maintenance of the signal at S.W. Hampton Street was made necessary by the interconnected system.

   The responsibility for electric power costs is in agreement with the Policy Statement of September 1971, between the State and the League of Oregon Cities (L.O.C.) which we believe should be adhered to.

In our judgment, the proposed Supplemental Agreement is a furtherance of the intent of previous signed documents and should not be changed.

L. E. George
Traffic Engineer

BET:kkr

cc: E. L. Hardt (ATTN: Jon Rose)
W. W. Geibel
Tom Schwab

PROGRAM SECTION
MANAGER ________ PROJECT UNIT 5
MAN./ASST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

81-125-1387

Contains Recycled Materials

9468

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

OM MRE OE PPM CE
TOS ME
US 5-24-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

May 23, 1983

Jon Rose
Federal Aid Specialist
O.D.O.T.
9002 S.W. McLoughlin
Milwaukie, OR 97222

Dear Jon:

I am returning the enclosed agreements with the following recommendations for changes:

1. Under State Obligations paragraph 3, remove reference to notifying the city of cost in excess of $5,000.

2. City should be responsible for all energy costs and maintenance and repair costs for the traffic signals at S.W. Hampton St. and at S.W. Hunziker St. The State should be responsible for all energy costs on the traffic signals at the ramp locations and all other lighting.

This seems more in line with delegating the responsibility according to function and which facilities are served.

Thank you for your consideration.

Sincerely,

Frank A Currie

Frank A. Currie, P.E.
Director of Public Works

FAC/dc

cc: Bruce Taylor

12755 S.W. ASH P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

74[illegible]

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: D. E. Swan ATTN: Mainor Holmes
Acting Program Section Manager

DATE: March 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Throughway Agreement No. 7512
S.W. 72nd Avenue Interchange Section
Beaverton-Tigard Highway, No. 144
City of Tigard

37-1474

At the time the subject project was started, the installation of signals was questionable and consequently, the agreement refers to signal installation in general terms by referring to the 1971 policy agreement with the League of Oregon Cities.

In order to clarify responsibilities of power and maintenance of the signals, interconnection, and illumination, would you please prepare a supplement to the subject agreement setting forth the following:

1. State will maintain and pay for the power for illumination.
2. To maintain the integrity of the system, State will maintain all signals and the interconnect system (the signals are at the intersections of S.W. 72nd Avenue and Varns Street/ramp; Hunziker Road, northbound ramp; and S.W. Hampton Street), and have jurisdiction over the timing.
3. City will pay State the cost of maintaining the signal at 72nd Avenue and S.W. Hampton Street.
4. City will pay for the power for all of the signals.

If additional information is needed, please let us know.

L. E. George
Traffic Engineer

BET:kkr

cc: E. L. Hardt
W. W. Geibel
Jerry Street

Contains Recycled Materials

ROAD DESIGN SECTION

DES 16

January 5, 1983

Jerry Street
Project Manager

Donald R. Adams, P.E.
Final Design Engineer

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Erikson
Watson
Hager
Dorn
Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Sign Shop Drawings
SW 72nd Avenue Interchange (Tigard) Sec.
Beaverton-Tigard Highway
Washington County
Contract No. 9468

Attached find three sets of approved shop drawings for the Type "A" and Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Control Signs Company for sign fabrication.

WGB:DRA:kg

Attachments

cc: C.T. Keasey
E.L. Hardt
W.G. Beard

Versteeg
Anderson
I Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 7 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Back ___/___
Action

9418

2.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-79(4)
SW 72nd Ave. Interchange (Tigard)
Beaverton - Tigard Highway
Washington County

Date: October 28, 1982

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

My March 30, 1982 letter concurred with Mr. Wallace's March 25, 1982 letter regarding rail salvage on this project. I further stated that salvage credit will not be expected. Therefore I am denying Mr. Keasey's October 8, 1982 request for reimbursement for the State Forces to haul the salvaged metal rail to the maintenance yard.

Dale E. Wilken

cc:
OSHD (Keasey)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 29 '82
REFER TO
Schwartz
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/B ☐ Sign ☐ Act ☒ File

9467 7-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/23/82

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
SW 72nd Avenue Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program change See below

13. REMARKS

As requested in Mr. Swan's letters of 7/6/82 and 7/20/82 I approve the revised Preliminary Engineering Costs to a TEC of $257,800 Federal Funds $221,188.

(Increase TEC $14,800 Federal Funds $12,698 Appn Code 580)

And, also as requested, I approve the revised Right of Way Costs to a TEC of $275,000 Federal Funds $233,750.

(Increase TEC $39,000 Federal Funds $33,150 Appn Code 580)

RECEIVED
STATE HWY ENGR
JUL 28 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 7/23/82

15. SIGNATURE OF APPROVING OFFICIAL Holach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12 79) PREVIOUS EDITIONS MAY BE USED

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 20, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. IX-79(4)
S.W. 72nd Ave. Interchange (Tigard) Sec.
Washington County

I request approval of a program change to reflect an increase in the estimated total cost and Federal funds for right-of-way on the subject project based on final settlements.

Our letter of July 6, 1982 requested approval of an increase in preliminary engineering but overlooked the need to include an increase in right-of-way costs.

Approval of this request and our previous submission of July 6, 1982 will require a revision in financing as follows:

Work	Appn Code	TC	FF	%
P.E. Previous	823	$ 167,600.00	$ 143,800.00	85.8
P.E. Previous	772	75,400.00	64,690.00	85.8
P.E. Increase	580	14,800.00	12,698.00	
SUBTOTAL		$ 257,800.00	$ 221,188.00	
R/W Previous	772	236,000.00	200,600.00	85.0
R/W Increase	580	39,000.00	33,150.00	85.0
SUBTOTAL		$ 275,000.00	$ 233,750.00	
Const. Previous	580	1,092,600.00	928,709.00	85.0
TOTAL		$1,625,400.00	$1,383,647.00	

Form 734-3122

A revised project agreement estimate and modification of the project agreement for the revision in financing was forwarded under our previous submission of July 6, 1982.

CL:bkc

cc: E. Mershon
J. Rose
G. Zehner
S. Williams
General Files

9468

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

July 6, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 71110
Project No. IX-79(4)
S.W. 72nd Ave. Interchange (Tigard) Section
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated July 2, 1982.

Approval of this request will involve an increase of $14,800.00 in total cost and Federal obligation of $12,698.00 in Interstate Substitution General Funds with revised financing as follows:

	Appn Code	TEC	FF	%
Previous	(823)	$167,600.00	$143,800.00	85.8
Previous	(772)	75,400.00	64,690.00	85.8
Increase	(580)	14,800.00	12,698.00	85.8
TOTAL		$257,800.00	$221,188.00	

RHZ:bkc
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
Gary Zehner
Shirley Williams
General Files

Form 734-3122

7468

Hwy 144

ROAD DESIGN SECTION

DES 16

Ed Hardt
Metro Region Engineer

April 15, 1982

Donald R. Adams
Final Design Engineer

72nd Avenue Interchange (Tigard)
Preliminary Plans

Versteeg ✓
Anderson
Adams
[illegible]
Sullivan
Tarpin
Trout
Wakefield

RECEIVED
APR 1[illegible] 1982
ROAD DESIGN SECTION

Do N.
Return To
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Action

The attached letter from Frank Currie of the City of Tigard to Jack Cartwright requests modifications of the 72nd Avenue Interchange contract.

At this time, the contract is advertised for bids. The bid opening is scheduled for April 29. It is too late to make the requested modifications.

To satisfy the City's request, perhaps you could consider making the changes during construction when the right-of-way mentioned has been acquired.

DRA:ja

Attachment

cc Jack Cartwright

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

April 12, 1982

1 Versteeg ✓
Anderson
✓ Adams
Sullivan
Terpin
Wakerlig

RECEIVED
APR 14
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Jack M. Cartwright
State of Oregon Department
of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: 72nd Avenue Interchange (Tigard),
Preliminary Plans

Dear Mr. Cartwright:

A design conflict between the Interchange plan and our L.I.D. plan has been brought to our attention.

To facilitate relief of that conflict, we are proceeding to acquire additional right-of-way along the west side of SW 72nd Avenue (providing thirty feet of width westerly of the centerline thereof).

Therefore, it is our desire that the State change their plan to reflect such right-of-way and, also, change their plan to reflect installation of improvements (sidewalk, curb and pavement) therealong, to match that which the City is installing via its L.I.D.. Further, on the east side of 72nd Avenue, at SW Fir Street, the pavement taper need be twenty feet in width not sixteen as is presently illustrated on the State plan.

We consider the City-State agreement to cover this work if it needs to be amended to accommodate this extra work; we are most anxious to cooperate to that end.

Very truly,

Frank A Currie

Frank A. Currie
Director of Public Works

cmv

cc: Ted Inloes

xc: Lyle Watson 4-13-82

RECEIVED
APR 13 1982
RR & UTILITY UNIT

12755 S.W. ASH P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

4/1/68

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: April 15, 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 29, 1982 on the following projects:

1. Willamette River (Oregon City Arch) Bridge
   Oswego Highway, Clackamas County
   Structure Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. East Entrance to S.W.O.C.C. (Coos Bay)
   Cape Arago Highway, Coos County
   Traffic Signals
   Pedestrian signals will be installed

3. Cow Creek and Manzanita Safety Rest Areas
   Pacific Highway, Douglas and Josephine Counties
   Building Alteration

   Same as No. 1.

4. Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas
   Columbia River Highway, Hood River and Wasco Counties
   Building Alteration

   Same as No. 1.

5. Vail Creek-Harmony Road
   Santiam Highway, Linn County
   Grading and Paving
   The first three miles of the project is four-lane with fourteen-foot median and eight-foot shoulders and will be striped and signed as a bikeway. The remainder of the project is intermittent construction of left-turn lanes with four-foot shoulders.

Contains Recycled Material
81-125-1-93

6. Willamette River (Marion Street) Bridge
   Willamina-Salem Highway, Marion County
   Drainage
   Primarily a drainage project. Some sidewalks will be removed and replaced in kind. Footpaths and bikeways to be construction under other contracts.

7. SW 72nd Avenue Interchange (Tigard)
   Beaverton-Tigard Highway, Washington County
   Grading and Paving
   Two-way sidewalk/bikeway with barrier separation on structure to be constructed on the southbound side of this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

7468

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/82

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
SW 72nd Avenue Interchange Section (Tigard)

11. GENERAL DESCRIPTION OF WORK
Grade, pave, structure and signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Power Pole $500
on the job Training $800
Permanent Pavement Striping S.F. $3,000
Temporary Pavement Striping S.F. $750
State Furnished Signal Software $2,500
Signal Controller Testing $8,750
"OPTICOM" Testing $4,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/5/82 request and certifying statments are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,431,237 Federal Funds $1,216,551.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 15 '82
REFER TO [illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 4/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9468

4

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-79(4)
72nd Avenue U'Xing, Bridge #9565A
Beaverton-Tigard Highway
Washington County (Your DES 23)

Date: March 30, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in Mr. Wallace's March 25, 1982, letter regarding rail salvage on this project. Salvage credit will not be expected.

NOTED
E. S. H[illegible]

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (L L Wallace, Br)

RECEIVED
TECHNICAL SERVICES
APR 1 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
APR 1 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: DES 23
9565A

March 25, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

L.L. Wallace

FROM: L. L. Wallace, P. E.
Assistant Bridge Engineer

SUBJECT: 72nd Avenue UXing
S.W. 72nd Ave. Intchg. (Tigard) Section
Beaverton-Tigard Highway
Washington County
BR 9565A

A part of the contract for this interchange remodeling requires the removal of a pedestrian rail and the existing traffic rails on the subject structure. Our maintenance people would like to have the rails for use in repairing similiar rails that are damaged.

The bridge was constructed in 1967 which makes the rails about 15 years old. We do not feel the salvage value of these rails is significant and request no charge be placed against the contract for the rails.

JMT:dsb

cc E.S. Hunter
D.H. Moehring
E.L. Hardt

RECEIVED
TECHNICAL SERVICES
MAR 25 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 18, 1982

File No: 134-1946 (100)

TO: FRANK E. TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

I request your approval of the attached Authority for Survey No. 5 for the S.W. 72nd Avenue Interchange project. This is an Interstate Transfer project sponsored by ODOT.

The main increase is on the bridge design (906) function. There are also minor increases in the field survey (901) and the final design (905) functions. Bridge design costs increased by $10,000 for additional design work caused by an alignment shift at the south end of the project to avoid right-of-way impacts. There are two local improvement districts involved; one on each end of the project. Coordinating our project design with their work has caused unanticipated expense.

Phil Lewellyn should check the Salem functions with the accounting run to insure that we have adequately covered these areas.

The PE increase represented by this authority for survey exceeds the funds allocated in the 1982 FAIX allocation. Washington County does have sufficient underruns on other FAIX projects to cover this increase in authorization.

This authority for survey for $255,230 is 19.2 percent of the current construction estimate of $1,326,000.

Please request FHWA approval for this increase and obligation of the necessary FAIX funds to cover this authority for survey.

ECM:TS:pa

Attachment

cc D. E. Swan
J. D. McClure
C. H. Duval
J. R. Rose
R. C. Brooks

5
a.

9468

Form E-30 (Rev. 9-71)

Planning File 80-79

CANCELLED
9468 4/29/82

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 72nd Avenue Interchnage

Highway Beaverton-Tigard #144

County Washington # 34

Date March 12, 1982

Authorization No. 5

Survey Prefix 134-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: The interchange is located approximately 1.2 miles southeasterly from Tigard at the intersection of SW 72nd Ave. and Hwy. 217 at M.P. 6.69. Length of the project is approximately 0.9 mile.

Proposed: Perform field survey, prepare plans, specifications, quantity summary, cost esimate, Draft and Final Negative Declaration. Project is to upgrade existing two ramp interchanges to a full interchange

Purpose of survey:

IX-79(4)
7-23-82

Field Testing	(908)	10
Field Survey	(901)	~~107,000~~ 106,400
Citizen Participation	(902)	13,260
City of County	(903)	
Consultant	(904)	
Final Design	(905)	~~21,000~~ 20,450
Bridge Design	(906)	~~15,000~~ 14,550
Preliminary Design	(907)	1,600
R/W Description	(909)	~~11,000~~ 10,350
Soils & Geology	(910)	~~1,800~~ 1660
Traffic	(911)	~~24,500~~ 24,900
Landscape	(912)	~~1,000~~ 910
Liaison R/W	(913)	~~3,200~~ 3,060
Utility	(914)	~~2,000~~ 2,830
Final Audit	(915)	
Photogammerty	(916)	~~1,500~~ 1470
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	~~100~~ 460
Specifications	(921)	~~2,000~~ 5,830
Admin. Services	(922)	~~100~~ 70
Environmental	(923)	~~42,500~~ 42,400
Foundation Exploration	(926)	~~700~~ 700
Seminars	(950)	~~150~~ 140
Personal Leave	(960)	
Hearings	(980	~~5,450~~ 5,410
Equal Opportunity	(985)	~~1,120~~ 1,120
Advisory Committee	(986)	
Dept. of Transportation	(924)	~~250~~ 220

Estimate of cost: $1,326,000 (construction)
Funding: FAIX (Mt. Hood Transfer)
Federal Aid No. IX-79(4)
Class III, Environmental Assessment

Balanced Out – adjusted to fit FHWA Approv & expenditures

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 28 1982
LOCATION SECTION

Total estimated cost of survey	257,800	$ ~~255,230~~
Previous authorization		243,000
Additional authorization requested	14,800	~~12,230~~
Additional authorization approved (Salem)		
Total all authorizations approved (Salem)		

Requests made by:

Field Engineer

CURT DUVAL, Location Manager

Recommended for Approval:

JAMES D. MCCLURE, Project Development Manager

Recommended for Approval: Frank E.

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

Wash Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 16, 1982

TO: DONALD R. ADAMS
Final Design Engineer

File No: 134-1946

FROM: Curtis H. Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: Proposed Waterline
72nd Avenue Interchange
Washington County

Paul - copy as needed
ob

1 Versteeg ✓
Anderson
2 Adams #
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
FEB 17 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ☞ / /
Action

Please find enclosed for your review, comment, and information, copies of R.A. Wright's letter of transmittal, a portion of the project specifications, and copies of contract drawing numbers 12,13, and 14, for the City of Tualatin's proposed 36-inch water transmission line.

Don,

We will show this water line on our plans with a note stating it is to be constructed by others. Specs will write a blurb in the specs to the effect that it is possible there will be a conflict with this water line constrn and to cooperate

Bud P.S. I have the plans

R.A.Wright engineering
consulting engineers

1308 S.W. Bertha Blvd.
Portland, Oregon 97219
503/246-4293

544.11/16-31

February 9, 1982

Mr. Curt Duval
Location Manager
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

Dear Mr. Duval:

Tualatin Water Transmission Line

Enclosed for your information are two copies of sheets 12, 13, and 14 of the construction drawings for the subject project. The drawings show the location of the City of Tualatin's proposed 36-inch water transmission line in the area of Highway 217. Bids for the project will be opened March 9, 1982, and it is anticipated the contractor will start laying pipe around mid-June. If you have any questions regarding the project or need additional information, please do not hesitate to contact me.

Also enclosed is a copy of a portion of the project specifications which alerts the contractor to the State's proposed project and the need to cooperate.

Very truly yours,

Hal Reitmeier

Hal H. Reitmeier

HHR:ska
Enclosure

1A. GENERAL REQUIREMENTS

SEQUENCE OF OPERATIONS. Prior to starting construction confer with Engineer and develop a construction schedule, acceptable to the Engineer, that will permit existing facilities to function during construction. The Contractor is referred to COORDINATION AND COLLATERAL WORK regarding the requirement to first complete the portion of the project south of Sta. 138+00 prior to working on the northerly end of the project. New work shall be cleaned and tested in accordance with applicable specifications prior to connection with existing facilities. If work outside of normal working hours is required, Contractor shall perform the work without additional compensation.

COORDINATION AND COLLATERAL WORK. Concurrent with the construction of this project, it is anticipated that construction will be commencing or underway on the following projects which will directly interface with the installation of the water line:

a) The City of Tigard will be awarding a contract for the reconstruction and widening of S. W. 72nd Avenue from S. W. Fir Street (Sta. 159+00) to the southerly limits of the City of Tigard (Sta. 259+00). The City of Tigard will be administering the road improvement project. The City's engineer on the project is DeHaas & Associates (682-2450). It is anticipated that the contract will be awarded in late March or early April.

b) The Oregon State Highway Department will be awarding in May or June of 1982 a contract for the reconstrucion of the S. W. 72nd Avenue Interchange with Highway 217. The limits of the work are from the intersection of S. W. 72nd Avenue and Gonzaga Street (Sta. 138+00) to the intersection of S. W. 72nd Avenue and S. W. Fir Street (Sta. 159+00). The project includes roadway improvements on S. W. 72nd Avenue and the construction of additional on and off ramps to Highway 217.

To minimize interference with the above projects, the Contractor shall proceed immediately with and complete the installation of the portion of the water line south of Sta. 138+00 including necessary surface restoration and pressure testing prior to commencing work on the portion of the project north of Sta. 138+00.

The water line in the above area (Station 138+00 to Sta. 259+00) is being installed under permits granted by the City of Tigard and the State of Oregon. Therefore, it is anticipated that the Contractor may encounter delays associated with coordinating his operations with the contractors performing the work for the City and the State. The Contractor shall make every effort to cooperate with the other contractors to minimize interference. If any difficulty or dispute should arise in the accomplishment of the above coordination, the problem shall be brought immediately to the attention of the Engineer.

The Contractor shall protect, where possible, survey staking and control which has been established for the above projects.

The Contractor shall include in his bid all costs involved as a result of coordinating his work with others. The Contractor will not be entitled to additional compensation from the Owner for damages resulting from such simultaneous and collateral work and possible delays resulting therefrom.

Should the Contractor be delayed by the Owner, and such delay could not reasonably have been foreseen and prevented by the Contractor, the Engineer will determine the extent of the delay, the effect of the delay on the project as a whole, and any commensurate extension of time.

PROGRESS OF PIPE LINE CONSTRUCTION. The work shall proceed in a systematic manner so that a minimum of inconvenience will result to the public in the course of construction. It is, therefore, necessary to confine operations to as small a length of work area per crew as is practical. Normally, the trenching equipment shall not be farther than 100 feet ahead of each pipe-laying crew or such distance as necessary to provide maximum safety. Backfill the trench so no section of pipe is left open longer than is absolutely necessary. The safety conditions of open excavations shall be the Contractor's responsibility. Completely backfill and clean up after each section of pipe has been inspected and approved for backfill. The restoration of the surface area shall begin as soon as practical. Under no condition shall more than 1000 lineal feet of surface restoration along the pipe line remain uncompleted at any one time.

The Engineer reserves the right to withhold line and grade on any pipe lines when, in his opinion, backfilling behind the pipe laying is not satisfactory, and when cleanup and restoration of physical properties is not complete as stipulated above.

SANITARY FACILITIES. Contractor shall provide, and maintain in a neat and sanitary condition, such accommodations for the use of his employees as may be necessary to comply with all applicable laws, ordinances, and regulations.

EXISTING SANITARY SEWERS. In the event of damage to existing sanitary sewers or building sewers, or interruptions of existing sewage flows, the Contractor shall promptly return any free sewage by pumping, diversion in a closed conduit, or hauling in closed watertight vessels to a public sanitary sewer or sewage treatment facility.

UNDERGROUND UTILITIES. The Engineer has endeavored to locate and indicate on the Plans all underground utilities which exist within the limits of the work. The accuracy or completeness of

Sec 144

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: February 9, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.W. 72nd Avenue Interchange Section
Beaverton-Tigard Highway
Washington County

Versteeg
1 Anderson
Adams
Olson
Sullivan
Terpin
[illegible]
Wakefield

RECEIVED
FEB 10 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

Attached are two prints of the approved sign study plans for the above named project.

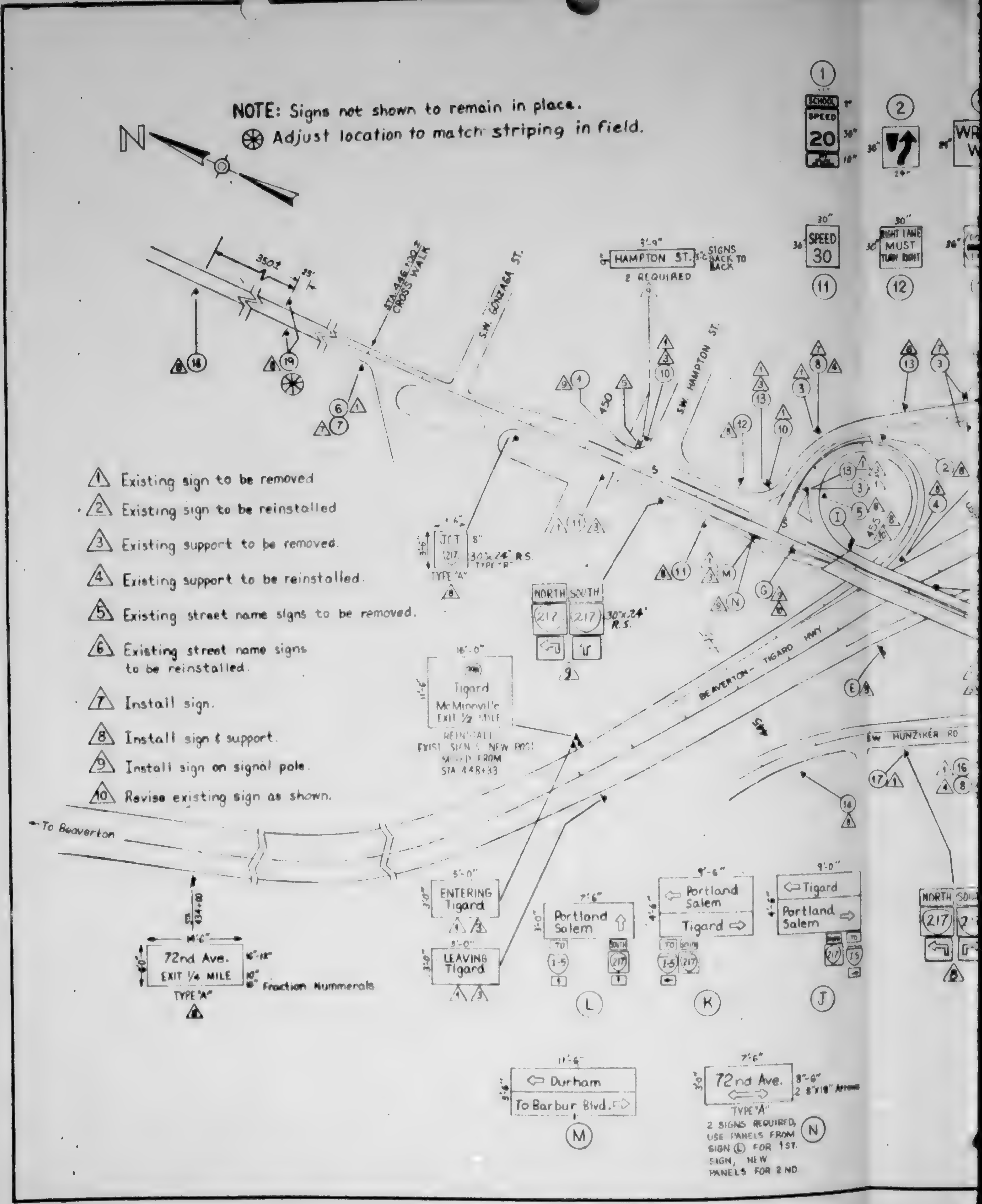
L E George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:np
Att.

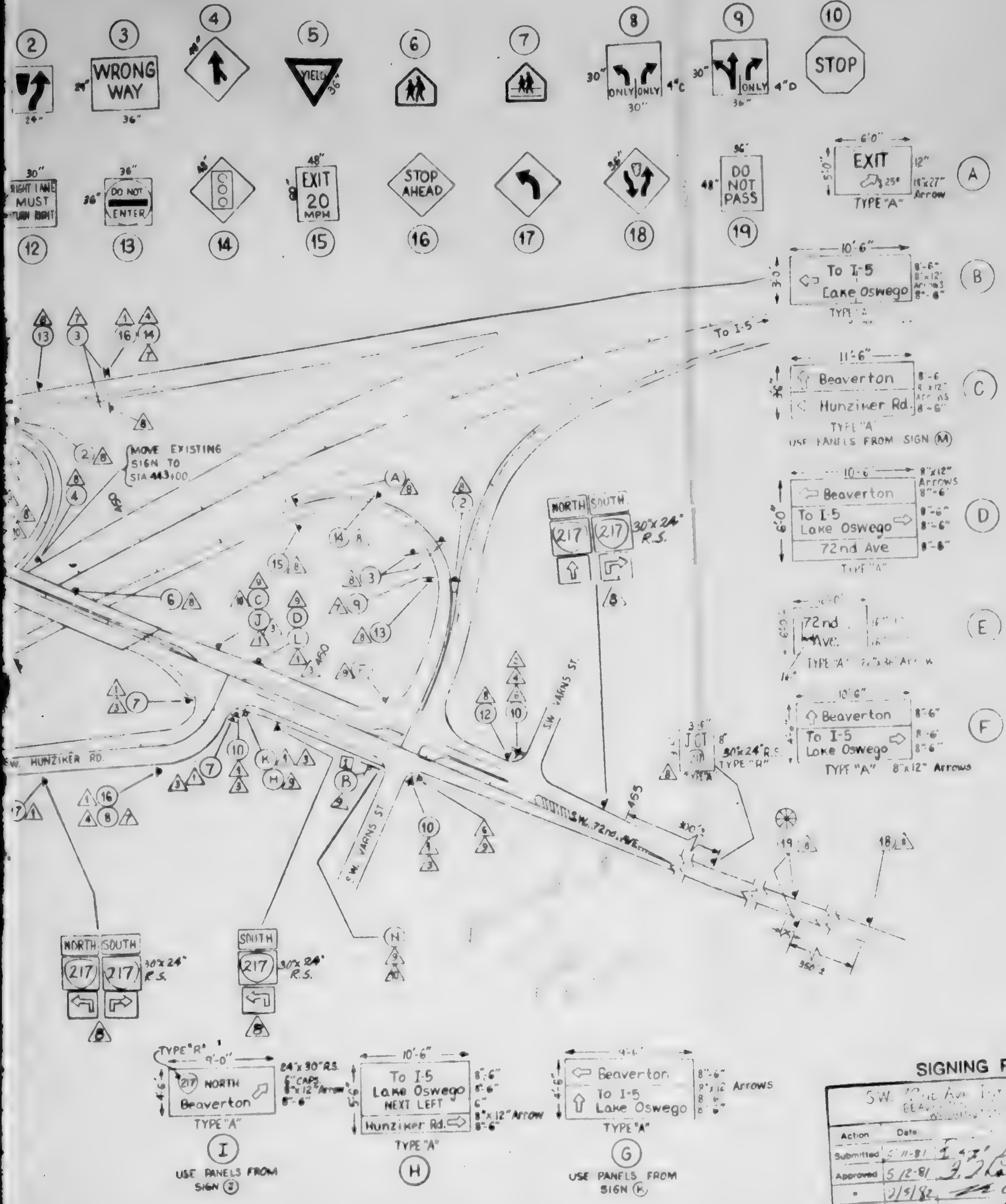
cc: Tom Schwab - w/att.
E. L. Hardt - w/att.
W. W. Geibel - w/att.

REFERRED TO
Beard 3 Stoudenmeyer
Cole 2 Mann
Eriksen 1 Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER



NOTE: Signs not shown to remain in place.
⊛ Adjust location to match striping in field.

- ⚠1 Existing sign to be removed.
- ⚠2 Existing sign to be reinstalled.
- ⚠3 Existing support to be removed.
- ⚠4 Existing support to be reinstalled.
- ⚠5 Existing street name signs to be removed.
- ⚠6 Existing street name signs to be reinstalled.
- ⚠7 Install sign.
- ⚠8 Install sign & support.
- ⚠9 Install sign on signal pole.
- ⚠10 Revise existing sign as shown.



SIGNING PROJECT

S.W. 72nd Ave. Interchange (Trumpet) Sec.
BEAVERTON ... HWY
WASHINGTON COUNTY

Action	Date		Title
Submitted	5-11-81		Traffic Control Eng'r
Approved	5-12-81	D. Lacey	Sign Engineer
"	2/5/82		Traffic Engineer
"			Asst Hwy Eng'r.
Accepted	2/8/82	G. K.	FHWA

[1] Moved Sign 7/28/81

1982 SW 72nd Ave. Int. Sec. of 9468
the Beav.-Tig. Hwy. (Gr., Pav.,
Struc., Sign., Ill., Sig.) #2

C&A 7512 - 10/7/81

9468

2.

October 7, 1981

City of Tigard
City Hall
Tigard, OR 97223

AGR

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7512

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the S.W. 72nd Avenue Interchange Section of the Beaverton-Tigard Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9-1106

7-15-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/81

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
SW 72nd Ave. Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 9/10/81 I approve the revised Preliminary Engineering Costs to a TEC of $243,000 - Federal Funds $208,280.

(Increase TEC $26,100 - F.F. $22,185)

(Funds from 81 Supplemental Allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Att | File

Orig.
9-23

14. DATE 9/15/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 10, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71110
Project No. IX-79(4)
S.W. 72nd Ave. Interchange (Tigard) Section
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated 9-8-81.

Approval of this request will involve an increase of $26,100.00 in total cost and Federal obligation of $22,185.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$243,000.00	$208,280.00	85.8
Previous	216,900.00	186,095.00	
Difference	$ 26,100.00	$ 22,185.00	85.0

RHZ:bkc
Attachment

cc:				
R.N. Bothman	(Metro)	Jon Rose	(Metro)
F.E. Terpin		E.L. Hardt	(Region 1)
~~Max Klotz~~	(Metro)	Gary Zehner	(w/att.)
Judy Smith		General Files	

Form 734-3122

9451

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: September 8, 1981

FROM: Frank E. Terpin
Location Engineer F.E.T.

ATTN D. E. Swan

SUBJECT: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County
IX-79(4)

Preliminary engineering development costs will exceed the current authorization. To assist you in seeking supplemental federal funding, we offer the following comments:

Contributing to the high P.E. cost and the need for a program increase has been the lengthy project development period. Much of the development time is the result of environmental issues.

Due to the existing mix of land uses, the project is located in an environmentally sensitive area. Significant air quality, noise and traffic studies were conducted to satisfy local concerns and to arrive at an alternative best suited to the need. During the alternative selection process, numerous design schemes were investigated and rejected as infeasible, unfavorable or unbuildable.

Adding to the project development complexities was the coordination effort with two Local Improvement Districts formed to the north and south in this rapidly developing area.

Assessed as a major action, this project required the preparation of a negative declaration. Project development included a Citizens' Advisory Committee, a Technical Advisory Committee, numerous contacts with local government jurisdictions and a public hearing.

The selected design alternative represents a considerable downscoping from what was originally envisioned. It reduces or eliminates concerns presented at the public hearing but conforms to the project goals and is consistent with local comprehensive plans.

Analysis and resolution of these issues have required more time and resources than anticipated.

Contains
Recycled
Materials
81-125-1387

SP*7566

Present P.E. Authorization	$ 216,900
Additional	26,100
Total	$ 243,000

The current construction estimate is $1.12 million.

Attached is a breakdown of development costs by preliminary engineering functions.

FET:JWG:ge
cc D. Adams w/attachment

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

	Engineering	AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	100 000	105 600
902	Citizens involvement	14 000	13 250
903	Payment to local government		
904	Consultant fees		
905	Final Design	15 000	19 000
906	Bridge Design	5 000	5 050
907	Preliminary design	2 500	1 600
908	Field testing section (construction)		
909	Right of way descriptions	1 500	10 500
910	Soils and geology	1 500	1 800
911	Signing (traffic department)	15 000	24 000
912	Landscape department	2 000	3 000
913	Right of way - liaison & relocation	2 500	3 200
914	Utility liaison	1 000	2 000
915	Audits by Accounting Section		
916	Photogrammetry	1 500	1 500
917	Inventory needs		
918	Reconnaissance and hydrology	500	
919	Engineering graphics		
920	Project management	100	100
921	Specifications	2 000	2 000
922	Administrative Services - engineering	100	100
923	Environmental Section	45 000	42 500
924	Department of Transportation	200	250
925	Air monitoring		
926	Foundation investigation	500	800
950	Training courses, conferences & seminars	500	150
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges	5 500	5 450
985	EEO monitoring expense	1 000	1 150
986	"Non-State" employees travel		
		$ 216 900	$ 243 000

Section: SW 72nd Avenue Interchange

Highway: Beaverton - Tigard

County: Washington

Prefix: 134-1946

9468 8-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/26/81	Primary 79	Secondary 144

10. GENERAL LOCATION:
SW 72nd Avenue Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 8/18/81 you are now authorized to proceed with the actual acquisition of files 51801 through 51807 and 37281 as shown on R/W map 1A-8-9 at a TEC of $236,000 Federal Funds $200,600.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Funds from 81 Supplemental Allocation)

RECEIVED
STATE HWY ENGR
SEP 1'81
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/26/81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4-1-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-79(4)
S.W. 72nd Ave. Interchange Section
Washington County

I hereby request authorization to proceed with the actual acquisition of the right of way all phases at an estimated total cost of $236,000 with an obligation of $200,600 in federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 1A-8-9.

No relocation assistance is involved therefore assurances regarding the availabilities of replacement housing is not required.

CL:bkc
Enc.

cc: Judy Smith (Metro)
J. Boyd
F. Lowe
General Files
G. Zehner

Form 734-3122

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 11, 1981

File No: 134-1946

TO: FRANK TERPIN
Location Engineer

FROM: DONALD ADAMS
Project Development Manager

SUBJECT: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

I am requesting your approval of the attached authority for survey No. 4 for the subject project.

The major contributors to the PE overrun on this project are functions 901, 905, 906, 909, and 911. The estimated total PE on this project is abnormally high as compared to the current construction estimate of $1,120,000.

Contributing to the high PE cost is the protracted project development period in which the project has been considerably downscoped and redesigned to reduce the environmental impacts. The redesign was to reduce the right-of-way taking and eliminate the need for a noise barrier adjacent to a school. This greatly increased the design work done in the field charged to function 901. Another reason for the increase of field survey costs is that local improvement districts have been formed both north and south of the project. Coordination with the consultants doing the work for thse LID's regarding interchange design, coordination of drainage facilities, etc., has increased the field costs of this project.

Reasons for the increase in the Salem functions can be best determined by contacting these offices individually.

There is ample funding in the MSD project authorization to cover the total cost of the project. The attached MSD transaction #8107142 shows the current MSD authorization. We will request an MSD administrative adjustment to shift money from construction to PE to cover the amount of this authority for survey.

In terms of obligational authority, the increase in the federal obligation should be made from the supplemental FAIX funds soon to be available from FHWA.

po

cc: Jim McClure
Curt Duval
D. H. Moehring
D. E. Swan
Gary Zehner

Attachments

Form E-39 (Rev. 9-71)

PLANNING FILE 80-79

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 72nd Avenue Interchange

Highway Beaverton-Tigard

County Washington

Date August 10, 1981

Authorization No. 4

Survey Prefix 134-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: The interchange is located approximately 1.2 miles southeasterly from Tigard at the intersection of SW 72nd Ave. and Hwy. 217 at M.P. 6.69. Length of the project is approximately 0.9 mile.

Proposed: Perform field survey, prepare plans, specifications, quantity summary, cost estimate, Draft and Final Negative Declaration. Project is to upgrade existing two ramp interchange to a full interchange.

Purpose of survey:

Estimate of cost: $1,120,000 (construction)
Funding: FAIX (Mt. Hood Transfer)
Federal Aid No. IX-79(4)
Class III, Environmental Assessment

Field Survey	(901)	105,600
Citizen Participation	(902)	13,250
City or County	(903)	
Consultant	(904)	
Final Design	(905)	19,000
Bridge Design	(906)	5,050
Preliminary Design	(907)	1,600
R/W Description	(909)	10,500
Soils & Geology	(910)	1,800
Traffic	(911)	24,000
Landscape	(912)	3,000
Liaison R/W	(913)	3,200
Utility	(914)	2,000
Photogrammetry	(916)	1,500
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	42,500
Dept. of Transportation	(924)	250
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	800
Seminars & Training	(950)	150
Hearings	(980)	5,450
Personal Leave Time	(960)	
Equal Opportunity	(985)	1,150

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 243,000
Previous authorization	201,200
Additional authorization requested	41,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

```
                         METROPOLITAN SERVICE DISTRICT

                              TIP PROJECT ADJUSTMENT

                                   14-Jul-81

                   STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER LETTER DTD 10-JUL-81


TRANSACTION #: 8107142
PROJECT: HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
SPONSOR: OREGON STATE HIGHWAY DIVISION
FILE # : 53289208
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********           ******NEW STATUS*******

                    LESS     UNOBLIGATED        THIS    UNOBLIGATED      PROJECT
         TOTAL  OBLIGATION     BALANCE     TRANSACTION    BALANCE          TOTAL
--------------------------------------------------------------------------------
PRELIMINARY ENGINEERING
       196,988     143,800      53,188             0       53,188        196,988
RIGHT OF WAY ACQUISITION
       199,941           0     199,941             0      199,941        199,941
CONSTRUCTION
     2,003,732           0   2,003,732       -27,163    1,976,569      1,976,569
TOTAL
     2,400,662     143,800   2,256,862       -27,163    2,229,699      2,373,499


PROJECT: OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
         PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: OREGON STATE HIGHWAY DIVISION
FILE # : 53408103


PRELIMINARY ENGINEERING
       186,917     123,932      62,985        27,163       90,148        214,080
RIGHT OF WAY ACQUISITION
        53,550           0      53,550             0       53,550         53,550
CONSTRUCTION
     2,125,000           0   2,125,000             0    2,125,000      2,125,000
TOTAL
     2,365,466     123,932   2,241,534        27,163    2,268,697      2,392,629

 FAU FUNDS        123,932 HOOD FUNDS        327,996 I505 FUNDS       1,940,701

[][][][]
  9*11*    175507*22*    105228*23*     13964*32*    564020
*33*    614281*10*    143800****           0  2229699
408*12*    27163****          0     27163
```

Form E-39 (Rev. 9-71)

PLANNING FILE 80-79

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 72nd Avenue Interchange

Highway Beaverton-Tigard

County Washington

Date August 10, 1981

Authorization No. 4

Survey Prefix 134-1946 (Assigned by Salem office)

Description of termini, route, length, etc.: The interchange is located approximately 1.2 miles southeasterly from Tigard at the intersection of SW 72nd Ave. and Hwy. 217 at M.P. 6.69. Length of the project is approximately 0.9 mile.

Proposed: Perform field survey, prepare plans, specifications, quantity summary, cost estimate, Draft and Final Negative Declaration. Project is to upgrade existing two ramp interchange to a full interchange.

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Funding: FAIX (Mt. Hood Transfer)
Federal Aid No. IX-79(4)
Class III, Environmental Assessment

Field Survey	(901)	105,600
Citizen Participation	(902)	13,250
City or County	(903)	
Consultant	(904)	
Final Design	(905)	19,000
Bridge Design	(906)	5,050
Preliminary Design	(907)	1,600
R/W Description	(909)	10,500
Soils & Geology	(910)	1,800
Traffic	(911)	24,000
Landscape	(912)	3,000
Liaison R/W	(913)	3,200
Utility	(914)	2,000
Photogrammetry	(916)	1,500
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	42,500
Dept. of Transportation	(924)	250
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	800
Seminars & Training	(950)	150
Hearings	(980)	5,450
Personal Leave Time	(960)	
Equal Opportunity	(985)	1,150

Bring up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 21 1981
LOCATION SECTION

Total estimated cost of survey	$ 243,000
Previous authorization	201,200
Additional authorization requested	41,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

Recommended for Approval:

~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

a

1468

L.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-79(4)
SW. 72nd Intchg (Item No. 71110)
Beaverton-Tigard Hwy. (Your PRO 6-2)

Date: July 7, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The program data changes included in Mr. Swan's letter of June 26, 1981, have been noted. I concur that the signal work is eligible for Federal funding within the time frame identified for IX funds.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (D E Swan, Prog Mgmt)

RECEIVED
STATE HWY ENGR
JUL 8'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 21-6
Beaverton
Tigard

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Revised Project Data
Item No. 71110
Project No. IX-79 (4)
S.W. 72nd Ave. Interchange (Tigard) Sec.
Washington County

Revisions to the project data submitted April 11, 1977 are as follows:

1) Character of Proposal Work: Add "traffic signals".

2) Const. Work Type: Add "TOPICS; 6201; X231; Y031".

3) Estimated Project Cost by Phases: Change CONST. to read --- TEC 1,326,000; FF 1,127,100.

4) Project Data: Add to (3) "Install traffic control signals on S.W. 72nd at the intersections of South Ramp, S.W. Hunziker, North Ramp and S.W. Hampton".

5) Data for PR-37: Add the following for construction---

Type Code 6201 (Roadway)- - - -	$ 776,000
Type Code X231 (Structure)- - -	$ 250,000
Type Code Y031 (Traf.Sig.)- - -	$ 300,000

This revised project data is based on the attached letter from Mr. L.E. George. The project has advanced to the stage that the signal installations should be designed in order to meet the tentative schedule date.

I request your concurrence that Federal funds can participate in the installation of the traffic signals if the construction contract time limit is such that the project is completed in the first quarter of fiscal year 1983 or later.

JLG/lms
Attachments

cc: L.E. George
General Files

7-2-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/2/81

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
SW 72nd Avenue Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/26/81 I approve the program change as follows:

1) Character of Proposal Work: Add "traffic signals".
2) Const. Work Type: Add "TOPICS; 6201; X231; Y031".
3) Estimated Project Cost by Phases: Change CONST. to read --- TEC $1,326,000; FF $1,127,100.
4) Project Data: Add to (3) "Install traffic control signals on S.W. 72nd at the intersections of South Ramp, S.W. Hunziker, North Ramp and S.W. Hampton".
5) Data for PR-37: Add the following for construction--
Type Code 6201 (Roadway)- - - - $ 776,000
Type Code X231 (Structure)- - - $ 250,000
Type Code Y031 (Traf.Sig.)- - - $ 300,000

RECEIVED
STATE HWY ENGR
SEP 1'81
REFER TO
FOR
Info Inves R/D D/R Act

14. DATE 7/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 25, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Item No. 71110
Project No. IX-79 (4)
S.W. 72nd Ave. Interchange Sec.
Multnomah County

I request authorization as of July 29, 1980 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval with no additional obligation of Federal Funds.

This request is based on the fact that the Final Negative Declaration was approved by FHWA on July 29, 1980.

JLG/lms

cc: General Files

Form 734-3122

7468

5-4-81

SW. 72ND AVE. INTCHGE. (TIGARD) SEC. BEAVERTON - TIGARD HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

PRELIMINARY COPY
MAR 16 1981
SUBJECT TO CHANGE

OF OREGON

F TRANSPORTATION

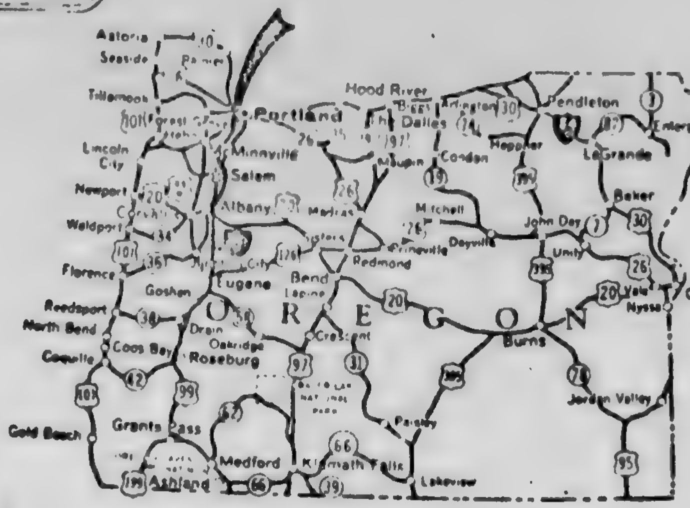
HWAY DIVISION

PROPOSED PROJECT

TCHGE. (TIGARD) SEC.

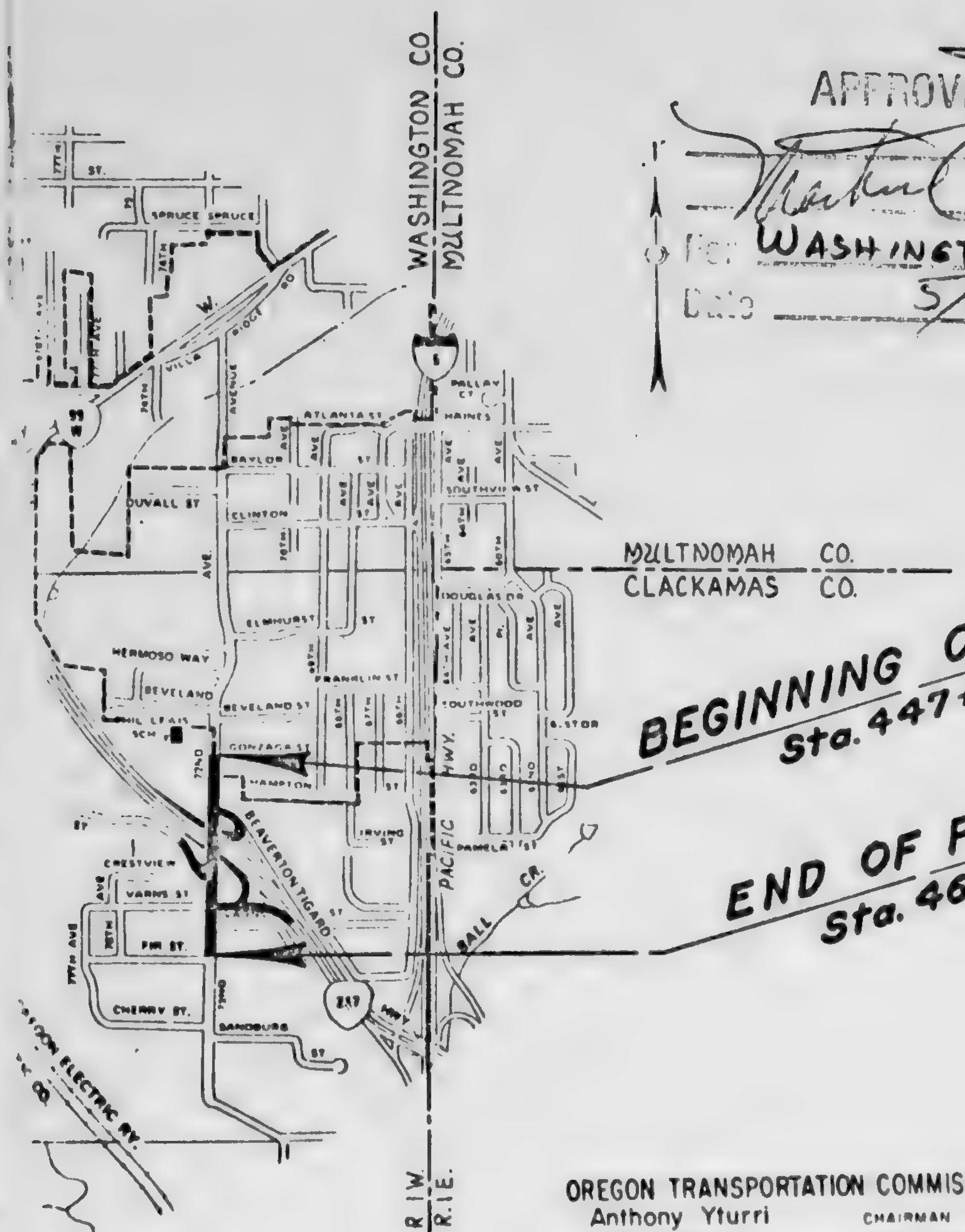
- TIGARD HIGHWAY

NGTON COUNTY



APPROVED AS NOTED
For WASHINGTON COUNTY
Date 5/4/81

PRELIMINARY COPY
SUBJECT TO CHANGE



BEGINNING OF PROJECT
Sta. 447+79.16

END OF PROJECT
Sta. 466+70

4478 OREGON OCT 30 1950 H. S. COULTER

4652 OREGON MAY 13, 1960 EDGAR S. HUNTER

H S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

Feet

7468

CITY OF TIGARD
WASHINGTON COUNTY, OREGON

April 16, 1981

DEPARTMENT OF TRANSPORTATION
Metropolitan Branch
5821 NE Glisan
Portland, OR 97213

Attn: Mr. Jon Rose
Federal Aid Specialist

Re: 72nd Avenue Interchange, Tigard

Dear Mr. Rose:

Returned herewith please find one set of preliminary plans.

We anticipate a conflict as noted on sheet number three (3) and, subsequently, recommend modification per thereon attached plan, to relieve the problem.

Yours truly,

Frank A Currie

Frank A. Currie
Director of Public Works

FAC:pjr

Enclosure

MA PDM PDE FFM SPC
ODOT - METRO

APR 20 1981

BM PAR PPC FILE T/A

12420 S.W. MAIN P.O. BOX 23397 TIGARD, OREGON 97223 PH: 639-4171

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: April 1, 1981

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Throughway Agreement
S.W. 72nd Avenue Interchange Section
Beaverton-Tigard Highway, No. 144
Washington County

Attached for your consideration is an agreement draft covering right-of-way acquisition, utility relocations, construction and future maintenance responsibilities of the 72nd Avenue Interchange Section.

This project is tentatively scheduled for contract in the F 2 QTR 82 using Interstate Transfer (e)(4) Funds with the State providing local matching funds.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form and further negotiation.

MCH:pf
Attachment

4/6/81
as noted.

Approved as Noted
Donald L Trout
4-15-81

REFERRED TO OK
Beard ✓ Stoudenmeyer Out
Cole ✓ Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

3 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trou
1 Wakerlig

RECEIVED
APR 06 1981
ROAD DESIGN SECTION

Do Not File
Return To Trout
Bring 4/10/81
Action

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 15 1981
REFERRED TO
FOR
FILE: PM FA LG.

RECEIVED
TECHNICAL SERVICES
APR 2 '81
REFER TO
Versteeg

for review
4/6/81

Contains Recycled Materials
81-125-1387

SP*75683-125

4168

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Divison

4. PROGRAM NO.

5. ITEM NO. 71110

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	**8. FEDERAL ROUTE NUMBER**	**9. STATE ROUTE NUMBER**
2/18/81	Primary 79	Secondary 144

10. GENERAL LOCATION: S.W. 72nd Ave. Interchange (Tigard) Section

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/26/80 I approve the revised Preliminary Engineering Costs to a TEC of $216,900 Federal Funds $186,095.

(Increase TEC $49,300 FF $42,295.)

Moeling

14. DATE	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE**
2/18/81	G. K. Hossner	for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9468

144

STATE OF OREGON

INTEROFFICE MEMO

DATE: August 11, 1980

TO: C.H. Duval
Technical Services Engineer

FROM: C.J. Eshelman C.J. Eshelman
Region I/Metro Geologist

SUBJECT:
Final Soils and Geology Report
SW 72nd Avenue Interchange
Beaverton - Tigard Highway No. 144
Washington County
Prefix: 134-1946

Attached is the Final Soils and Geology Report on the subject section.

Clarence Eshelman
Region I/Metro Geologist

by Ron Jennison
Field Geologist

Attachments

cc: E.L. Hardt
J.H. Versteeg
F.E. Terpin
C.J. Gregg
R.R. Cameron
File

Versteeg
Anderson
Sullivan
Terpin

RECEIVED
[illegible] 1980
ROAD DESIGN SECTION

Contains Recycled Materials
81-125-1387

FINAL SOILS AND GEOLOGY REPORT
SW 72nd Avenue Interchange
Beaverton - Tigard Highway No. 144
Washington County
Prefix: 134-1946

1. TYPICAL SOILS: The typical soil is a sandy-clayey-silt and represented by Laboratory Report No. 78-1209.

2. GRANULAR MATERIAL: The attached bridge hole logs indicate that some rock will be encountered on the south side of the highway. The hole logs show that the rock is weathered and could be ripped by a dozer. A few large unweathered boulders may be encountered which could require drilling and blasting.

3. DRAINAGE: There are several small springs between "D" 549 and 551+50. The planned perf pipes should be adequate to prevent any drainage problems.

4. SLOPE DESIGN: The existing slopes show some erosion of the silty top soil. Erosion problems should be corrected by seeding and mulching.

5. FOUNDATIONS: No problems are anticipated for the retaining wall on the north side of the highway. The retaining wall on the south side may encounter some boulders in the foundation.

6. MATERIAL SOURCES: There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide tha aggregate material:

   Tonquin Quarry (Tigard Sand and Gravel)
   Grabhorn (L.H. Cobb)
   Baker Quarry

7. BASE DESIGN: The Base Design was completed with the information from the Soils Laboratory report.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.W. 72nd Ave. Intchge. (Tigard)
Highway: Beaverton - Tigard #144
County: Washington
Prefix: 134-1946
Res. Engr. R. R. Cameron

Date February 27, 1980
Twenty Year Traffic Coefficient 9.3
18 kip s.a. per day 176.1
R value 13
Frost Penetration - - -
CBE Total Requirement 28.5

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
4.0	A.C. (Immediate)	8.0
10.0	Treated Base	18.0
15.5"		29.0"

EXISTING ROADWAY

1.0" A.C.O.L. to obliterate existing striping

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geolog

Page 1 of 4

OREGON STATE HIGHWAY DIVIS
Materials Section 07

Laboratory Report

78- 1209

Project	S. W. 72 nd. Ave Interchange	Laboratory No. Prefix No.	134-1946-910
Highway	Beaverton - Tigard	County	Washington
Contractor	Contract No.	F. A. Project No.	FAI- X
Submitted by	C. J. Gregg	Date Reported	4-21-78
		Laboratory Charges	437.00

REPORT ON SAMPLE OF

Source of material	0.1 mile W of 72nd on Hunziker Rd. 35' N of Center Line		
Sampled or inspected at	0 - 36" Depth	Data No.	2016
To be used	Subgrade	Date received	1-30-78
Sampled or inspected by	Allen G. Mickey	Quantity represented	1 sk.

1 sack ~~A 1 can~~

TEST RESULTS

IL CONSTANTS			Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. T-89	33		Moisture %	21.6	20.6	19.6	17.1	Sieve Size	% Passing
I. T-90	7		Exudation Press. psi	113	187	201	716	4	
. Gr. (Le Chat.)	2.68		Expansion Pres. CT in	0.0	2.0	2.0	18.0	3	
nd Equiv.			Displacement	4.7	4.3	4.1	4.1	2	
ass. M-145	A-4		Compaction, psi	36	62	110	158	1½	
ganic		%	"R" Value	13	15	16	60	1	100.0
t. Moist.		%	Density pcf	100.1	102.3	104.0	105.9	¾	99.6
s Angeles Abrasion		T-96	Water loss ml.	0	0	0	0	½	99.2
Grading		% Wear	Comp. water					⅜	98.9
egon Degradation			loss at blows	–	–	–	–	¼	98.6
P20	%, Ht.	in.						4	98.4
								10	97.5
Moist.-Density Relations								40	95.0
T-99 ☐	T-180 ☐	Harvard ☐						60	93.3
Dry Density pcf	% Moisture							200	82.6

Dry Density pcf	% Moisture
102.8	13.8
105.6	16.0
108.2	18.0
103.0	20.6

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	2.5 %
Coarse sand, 2.0 to 0.42 mm.	2.6 %	2.5 %
Fine sand, 0.42 to 0.074 mm.	12.8 %	12.4 %
Silt, 0.074 to .02 mm.	42.7 %	41.7 %
Silt, 0.02 to 0.005 mm.	17.5 %	17.1 %
Clay, smaller than 0.005 mm.	24.4 %	23.8 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☒ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☒ Files
- X Gregg
- X Eshelman

Remarks Sample was prepared for testing after partial air drying.

"R"-Value @ 20.3% Moisture Content (95% of 108.2 p.c.f. -T99 Max Den.) — 14

"R"-Value @ 19.2% Moisture Content (300 psi Exudation) — 21

John C. Jenkins
Engineer of Materials

SP*63056-734

Page 2 of 4

REGON STATE HIGHWAY DIVISIO
Materials Section

Laboratory Report

Laboratory No. 78- 1209

Project	S. W. 72 nd. Ave Interchange	Prefix No.	134-1946-910
Highway	Beaverton - Tigard	County	Washington
Contractor	Contract No.	F. A. Project No.	FAI- X
Submitted by	C. J. Cregg	Date Reported	
		Laboratory Charges	

REPORT ON SAMPLE OF Soil + 5% Lime Treatment

Source of material	0.1 mile W of 72nd on Hunziker Rd. 35' N of Center Line		
Sampled or inspected at	0 - 36" Depth	Data No.	2016
To be used	Subgrade	Date received	1-30-78
Sampled or inspected by	Allen G. Mickey	Quantity represented	1 sk.

1 sack ~~& 1 can~~

TEST RESULTS

L CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
. T-89	32	Moisture %	22.5	19.8	19.1	18.2		Sieve Size	% Passing
T-90	NP	Exudation Press. psi	80	127	334	645		4	
Gr. (Le Chat.)	2.64	Expansion Pres. CT in	2.5	3.0	5.5	1.0		3	
l Equiv.		Displacement	4.5	3.8	3.7	3.4		2	
. M-145		Compaction, psi	86	184	207	256		1½	
nic %		"R" Value	60	76	82	88		1	
Moist. %		Density pcf	96.3	101.7	102.8	105.4		¾	
Angeles Abrasion T-96		Water loss ml.	35	0	0	0		½	
rading % Wear		Comp. water						⅜	
on Degradation		loss at blows	–	–	–	–		¼	
20 %, Ht. in.								4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	
99.5	14.3								
105.3	16.5								
106.3	18.7								
104.5	21.3								

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☒ Files

Remarks NOTE: 5% hydrated lime was used in performing tests and is equivalent to 3.8% quicklime. Material used for lime treatment was originally used in the untreated T-99 and T-190 tests.

"R"-Value @ 21.5% Moisture Content
(95% of 106.7 pcf - T99 Max Den.) — 66

"R"-Value @ 18.8% Moisture Content
(300 psi Exudation) — 83

Engineer of Materials

SP*66066-734

Page 2 of 1

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1209
Data Sheet No. 2016
Prefix 134-1946-910
Laboratory charge

Lime Treated Subgrade

Project S.W. 72nd Ave. Interchange
Highway Beaverton - Tigard
Contractor No.
Date received 1-30-78
Submitted by C.J. Gregg
Date reported
Source of Material 0.1 mile W. of 72nd on Hunziker Rd. 35' N. of Center Line
Sampled or inspected at Depth: 0 - 36"
To be used Subgrade
Sampled or inspected by A.G. Mickey
Quantity represented

Unconfined Compressive Strength Test; 7-Day Cure
Using Ashgrove Hydrated Lime:

Hydrated Lime Content, %	0.0	5.0	
Moisture at Mixing, %	17.8	18.0	
Dry Density, pcf	107.8	103.5	
Compressive Strength, psi	42.1	39.2	
Liquid Limit (T89)	34	29	
Plastic Index (T90)	11	NP	

NOTE: Test specimens were compacted by AASHTO T99 Compaction Method A, at optimum moisture content. T89 and T90 tests were performed on material taken from the specimens after compressive strength testing.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☒ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*76669-734

Page 4 of 4

REGON STATE HIGHWAY DIVISIC
Materials Section

Laboratory Report

78- 1209

Project	S. W. 72 nd. Ave Interchange	Laboratory No. Prefix No.	134-1946-910
Highway	Beaverton - Tigard	County	Washington
Contractor	Contract No.	F. A. Project No.	FAT- X
Submitted by	C. J. Gregg	Date Reported	
		Laboratory Charges	

REPORT ON SAMPLE OF Soil As Received

Source of material 0.1 mile W of 72nd on Hunziker Rd. 35' N of Center Line

Sampled or inspected at	0 - 36" Depth	Data No.	2016
To be used	Subgrade	Date received	1-30-78
Sampled or inspected by	Allen G. Mickey	Quantity represented	1 sk.

~~1 sack &~~ 1 can

TEST RESULTS

, CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
T-89		Moisture %	25.8					Sieve Size	% Passing
T-90		Exudation Press. psi	60					4	
ir. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Equiv.		Displacement	3.6					2	
s. M-145		Compaction, psi	36					1½	
nic	%	"R" Value	2					1	
Moist. 26.1	%	Density pcf	96.3					¾	
Angeles Abrasion	T-96	Water loss ml.	0					½	
rading	% Wear	Comp. water						⅜	
on Degradation		loss at blows	–					¼	
20 %, Ht. in.								4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☒ Files

Remarks

Engineer of Materials

SP*66056-734

Form E-66

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Pacific Hwy. - Pacific Hwy. West
Highway	Beaverton - Tigard
Contractor	
Submitted by	Dan Gano
Contract No	

Prefix No.	14-1409-910
County	Washington
F. A. Project No.	
Date Reported	Dec. 3, 1965

REPORT ON SAMPLE OF SOIL

Source of material	L 448+00
Sampled or inspected at	10' Lt. 1 - 5.5'
To be used	
Sampled or inspected by	R. Call
Type of material	Soil
Sample No.	

Lab No.	756337
Data Sheet No.	A 81427
Date received	Nov. 12, 1965
Quantity represented	

TEST RESULTS

SOIL CONSTANTS

L.L.	30
P.I.	3
Sp. Gr. (Le Chatelier)	2.67
Sand Equivalent	%
Natural Moisture	%
Loss on Ignition	%
Classification	

SIEVE ANALYSIS:

Ret on	% Single Sieve
4	0.1
10	0.0
40	2.1
60	2.0
200	12.9
P200	82.9

DENSITY DETERMINATION:

Dry Density, lbs./c.f.	% Moisture	
95.8	13.5	108.3
100.4	16.0	116.5
103.9	18.1	122.7
103.1	20.3	124.0

CLAYEY SILT (ML)

Air Degradation- Pass No. 20 % H in.

STABILOMETER

Moisture %	22.2	20.3	18.9	17.9
Exudation Press. psi	119	211	310	394
Expansion Pres. CT in	0.5	2.0	3.0	7.5
Displacement	5.3	4.6	4.3	4.3
Compaction, psi	105	240	290	350
"R" Value				
Stabilometer	4	6	9	35
DENSITY~~xxxxxxxxxxxxxx~~	99.8	102.5	106.5	108.4
Expansion Pressure				

HYDROMETER ANALYSIS

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	0.1	%
Coarse sand, 2.0 to 0.42 mm.	2.1	%	2.1	%
Fine sand, 0.42 to 0.074 mm.	14.9	%	14.9	%
Silt, 0.074 to 0.02 mm.	44.8	%	44.7	%
Silt 0.02 to 0.005 mm.	17.2	%	19.2	%
Clay	19.0		19.0	%
Colloids				%

TEST REPORT DISTRIBUTION

- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Officer
- x Division Engineer Hulies
- Resident Engineer
- Dist. Maint. Supt.
- x Soils and Geology
- x Files
- x [illegible]

REMARKS

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE FOUNDATION EXPLORATION LOG

BRIDGE DIVISION

No bridge No. assigned.

Bridge No. .... * Bridge Location S.W. 72nd Ave., O8xing (Tigard)

Date 4-29-65, 196..... * Highway Tualitan Beaverton County Washington

Prefix 134-1409-906 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first. L^2 line staked onground. Elevation to be furnished later.

SW 72 Sta. 457+00 (±) Lft. 20, C. L. .... Rt. .... Suf. Elev. 244 Hole No. 1M of .... **

** Show total number of holes on last log.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 15'		Brown PL Silt loam overburden Soil.		
		(10' to 11½') DS#1 Same	2,3,4/6"	
15' to 40'		Rock: Driller believes in place material. Sample shows a weathered and vesicular basalt in place material. Drilles even with hawthorne bit.		
		(20' to 21') DS#2 ---	25/0" refusal.	
		(30' to 31') DS#3 ---	50/2"	
		(40' to 41') DS#4 ---	50/1"	
		Hole stayed open from 10 feet down.		
		41' Bottom of hole.		
SAMPLE Show Cumulative				

NOTE: Mail copies at **END OF HOLE**. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: No pile test made.

Hole cased to 10 feet to insure good water return and no washing.

W ater level to be furnished later.

NOT

W. C.

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller Jones

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE FOUNDATION EXPLORATION LOG

BRIDGE DIVISION

Bridge No. .... * Bridge Location SW 72nd Ave., O'xing (Tigard)

Date 4-29-65, 196.... * Highway Tualitan - Beaverton County Washington

Prefix 134-1409-906 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first.

72nd Sta. 457+30 Lft. 16 C. L. .... Rt. .... Suf. Elev. 246 Hole No. ~~3M~~ 2M of ....**

** Show total number of holes on last log. Location and elevation taken from vicinity map.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 3'		SOIL: Dark brown sillt loam top soil.		
3' to 13'		SOIL: Brown PL plastic silt loam		
13' to 25'		ROCK: Possibly in place material with weathered zone on top. Drills with hawthorne with out too much difficulty and sample indicates it to be vesicular basalt.		
		(15' to 16') DS#1 Weathered zone	50/2"	
		(25' to 25½') DS#2 Basalt	50/1"	
		25½' Bottom of hole.		
SAMPLE Show Cumulative				

NOTE: Mail copies at **END OF HOLE.** Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Hole cased to 10 feet with NW casing to insure water return.

Water level to be furnished later.

NOTED
W. C. HILL

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller Jones

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

OREGON STATE HIGHWAY DEPARTMENT

B GE FOUNDATION EXPLORATIO OG

BRIDGE DIVISION

/ No Bridge No. A ssigned

Bridge No. .... * Bridge Location S.W. 72nd Ave., O'xing (Tigard)

Date 5-3-65, 196..... * Highway Tualitan to Beaverton County Washington

Prefix 134-1409-906 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first.

72nd Sta. 455+12 Lft. ...., C. L. .... Rt. 16 Suf. Elev. 234 Hole No. 3M of ....**

** Show total number of holes on last log. Location and elevation taken from vicinity mao.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 18'		SOIL: Two foot of top soil . Brown PL Silt loam.		
		(10' to 11½') DS#1 Brown PL Silt loam	1,2,3/6"	
18' to 40'		ROCK: In place vesicular basalt. Weathered on top but not too hard to drill with Hawthorne bit all the way. Driller cored with sawtooth bit on core bbl.		
		(20' to 21') DS#2 Same ---	50/1"	
		(30' to 31') DS#3 Same	50/1"	
		(30' to 35') NXM Core No. 1 Solid	50"/60"	84%
		Rock solid but washed away some while coring.		
		(40' to 41') DS#4 Same	50/2"	
		41 feet bottom of hole.		
SAMPLE Show Cumulative				

NOTE: Mail copies at **END OF HOLE.** Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Hole cased to 10 feet with NW casing.

Water level to be furnished later.

Five foot NXM double bbl core bbl.

NOTED

W. C. HILL

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller J ones

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE FOUNDATION EXPLORATION LOG
BRIDGE DIVISION

No number assigned yet.

Bridge No. .... * Bridge Location S.W. 72nd AVE. O'xing (Tigard)

Date 5-3-65, 196.... * Highway Tualitan to Beaverton County Washington

Prefix 134-1409-906 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first.

72nd Sta. 454+54 Lft. ...., C. L. .... Rt. 16 Suf. Elev. 232 Hole No. 4M of 4 **

** Show total number of holes on last log. Location and elevation taken from vicinity map.

L line location staked on ground. Spike in pavement at pt. int.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 1'		Dark brown top soil.		
1' to 17'	[illegible]	SOIL: Gray and brown PL+ Clay loam (10' to 11½') DS#1 Same material	2,6,7/6"	
17' to 20½'	[illegible]	Rock: Possibly talus or weathered.		
20½' to 29'	[illegible]	SOIL: Brown PL+ clay loam with rock at 24' to 26' (20' to 21½') DS#2 Shows both weathered basalt and clay loam. (⑵①		
29' to 37')		ROCK: Weathered vesicular basalt. Same as core taken from Hole No. 3M (30' to 30½') DS#3 Same 30½ feet Bottom of hole. Notice: These holes drilled at an assumed bent line. due to the uneven rock depth more drilling can be done when footing locations are made.	50/2"	

SAMPLE Show Cumulative

NOTE: Mail copies at **END OF HOLE.** Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: No pile test taken.

Water level at 5 foot depth. Possibly due to sewer seepage from up ditch.

Hole cased to 10 feet.

NOTED
W. C. HILL

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller Jones

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project SW 72nd Avenue Interchange | Hole No. HA-1 | DEPTH 7
Highway Beaverton - Tigard # 144 County Washington Bridge No. —
Location "A" 248+53 20' Left 5' above pavement Prefix 134-1946
Ground Elevation ____ Angle Vertical Equipment Used Hand auger and probe
Engineer R. Cameron Purpose of Work Founda-tion Investigation
Started 8-4-80 Completed 8-4-80 Drillers Hatcher & Jennison
Drive Sampler O.D. ____ I.D. ____ Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type ____ Size ____

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	Color	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
					Brown			16 / 1				No standing water in hole	0		0-4.5' CLAYEY-SILT with lenses of SILTY-CLAY
								21 / 1							
								17 / 1							Very wet at 3'
								20 / 1							
								24 / 1							
					Gray	Fine		27 / 1					5		4.5-7' CLAYEY-SILT
				43.6 LL 27.3 PI 2.3				29 / 1							Sampled at 6' Bottom of auger hole
								37 / 0.9							Augered stopped by a rock.
													10		

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0 Ron Jennison

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 8-4-80

August 5, 1980

R.R. Cameron
Resident Location Engineer

NARRATIVE REPORT
S.W. 72nd Ave. Interchange Section
Beaverton-Tigard Expressway
Washington County
Prefix: 134-1946

Purpose: This project will add a NB entrance ramp and a SB exit ramp to an existing 1/2 interchange.

Design Features: S.W. 72nd Ave. will be widened for left-turn refuges and an 8' bikepath will be on the west side. Existing structure to remain.
Two ramps to be added; existing two ramps to be revised.
Hunziker Road is planned to be an overlay and minor widening; no grade was computed.
NB exit ramp (B line) is designed to match existing painted fog line. Existing 'B' line could not be found because of revisions.

Signalization: 4 signals are required: one at Hampton St., one at the intersection of 'A & B' ramps, one at Hunziker, and one at the intersection of 'C & D'. All signals will be multi-phase and will be intertied.

Illumination: There are existing luminaires along 72nd Ave. which must be relocated.

Curbs & Sidewalks: S.W. 72nd Ave. will have curbs; the ramps will not.

Bicycle-Pedestrian Path: An 8' bikepath and sidewalk is designed on 72nd Ave., down the west side, from Lewis school parking lot to the south. Bikepath is 12' wide across the structure.

Driveways: Construct 4 only. No problems.

REC'D.
8-14-80
OK

Drainage:	S.W. 72nd Ave. has a storm drainage design system because of curbs. There is an existing 36" pipe running down the south side of Hampton St., and because of this, a 36" outfall for our drainage system is used. The Hampton St. drainage area is being converted to commercial zoning with a much higher run-off coefficent. No other problems extant.
Structures:	The existing 72nd Ave. undercrossing structure is to remain. The existing bridge railings, curbs and sidewalks are to be removed and replaced with new railings as shown, to allow bikepath and two lanes better clearances. Two retaining walls under structure to hold back existing slope paving are required. Ave. height equals 4' and less. A shoulder type design is used on 'C' line in lieu of retaining wall to reduce R/W requirements.
Surfacing:	Surfacing as per base design. One inch leveling course average to be used where required over existing 72nd Ave. pavement.
Stage Construction:	Stage construction is required, particularly on the 'C' line where partial width must be constructed and then widened. Other areas may be done as convenient.
Utilites:	Water, gas, telephone and electric utilities are involved.
Safety:	The utilization of stage construction, flagmen, and temporary signs during construction should be adequate.
Right of Way:	Right of Way is to be purchased eight feet behind proposed curbs on 72nd Ave. and slope easements taken beyond eight feet. R/W lines and slope easements may also be used for 'C' line.
Anticipated Problems:	Rock visible between 'D' and 'C' line ramps. Some solid rock excavation will be required.

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of

Date [illegible]

ection [illegible]

County [illegible]

ind Of Work

Length [illegible]

Name [illegible]

o	Item	Code	Unit	Quant.	Unit Cost	Total
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EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet ____ of ____

Date ____

ection ____

County ____

nd Of Work ____

Length [illegible]

Name ____

o	Item	Code	Unit	Quant.	Unit Cost	Total
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			L.F.			
	[illegible] VIL		S.Y.	1100	15 –	[illegible]
	TYPE [illegible] CURB	609	L.F.	[illegible]	[illegible]	[illegible]
	[illegible] DRIVEWAY					[illegible]
	[illegible]					[illegible]
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	Additional [illegible]					
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	[illegible]					

1468

2

SW 72nd Avenue Interchange
Beaverton-Tigard Expressway

City of Tigard
Washington County, Oregon

FINAL NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

Oregon Project IX-79(4)

Approved by:

6-24-80
Date

ASSISTANT STATE HIGHWAY ENGINEER

7-29-80
Date

EJ Valach
FEDERAL HIGHWAY ADMINISTRATION OFFICIAL

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PREFACE

A modified Build Alternative was selected following the hearing held on December 19, 1979. Changes have been made in the sections covering Alternatives, Land Use, and Right of Way, and a Discussion of Comments Received section has been added.

DESCRIPTION AND PURPOSE OF THE PROPOSED PROJECT

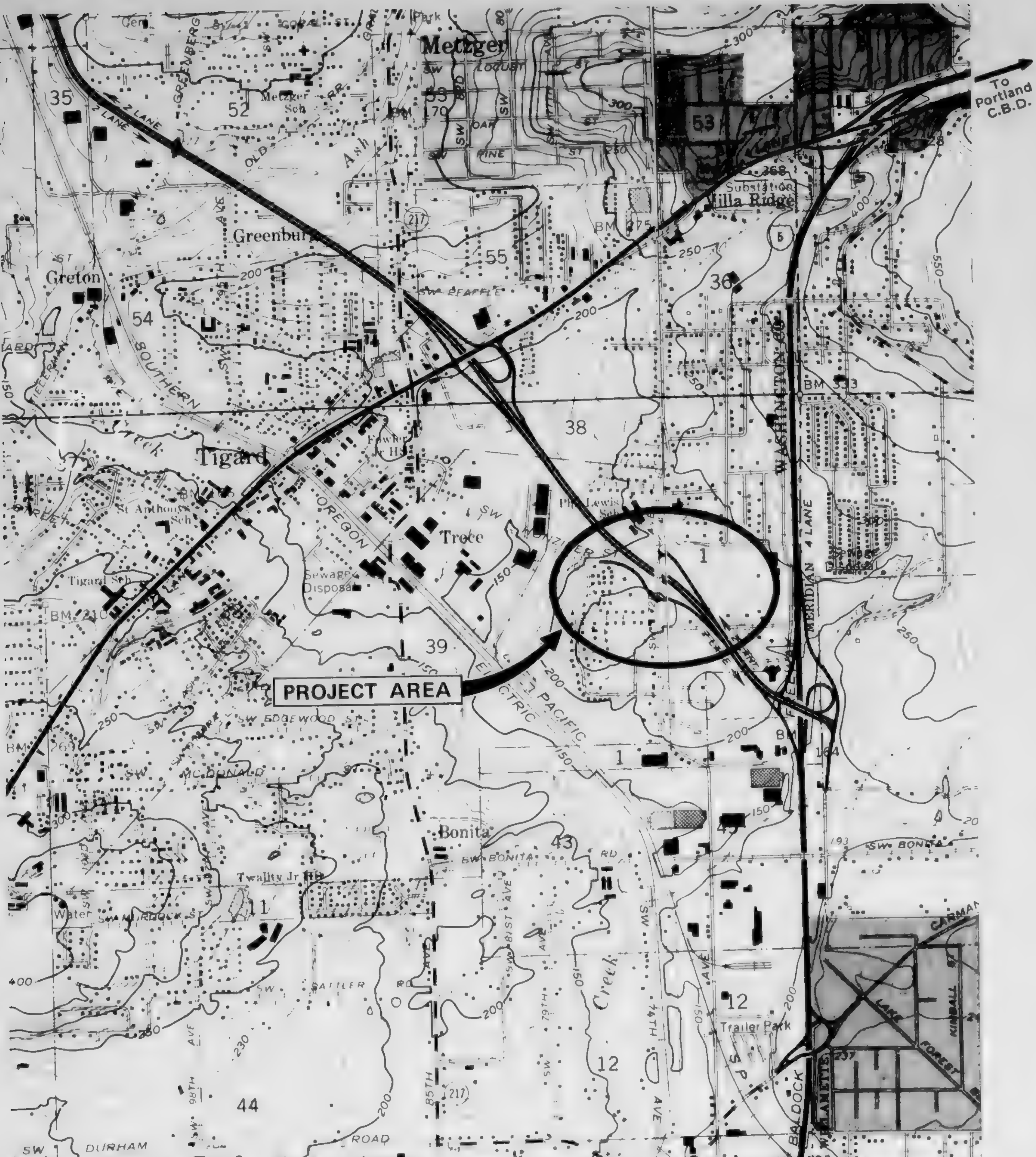
The proposed project is located in Washington County, Oregon, at the S.W. 72nd Avenue Interchange with the Beaverton-Tigard Expressway (See Figure 1). The project location is within the city limits of Tigard, a rapidly growing suburban city in the Southwest Portland metropolitan area.

The purpose of the project is to improve access to a developing commercial area by adding access ramps to and from the west on Beaverton-Tigard Expressway at the 72nd Avenue Interchange. The existing interchange has access only to and from the east (See Figure 2). Traffic traveling eastbound on the Expressway with a destination north or south of the 72nd Avenue Interchange must take either a circuitous route by way of Hunziker Street, Hall Boulevard, Hwy 99W, and the interchange at 99W and Beaverton-Tigard Expressway or make a U-turn at a traffic signal at the South Tigard Interchange and use the east access ramps at the S.W. 72nd Avenue Interchange. Neither route is desirable from a traffic standpoint and requires that drivers have previous knowledge of the access situation.

The S.W. 72nd Avenue Interchange provides access to the Tigard industrial area--which lies south of the Beaverton-Tigard Expressway, along I-5 and S.W. 72nd Avenue--and to the Tigard Triangle. Tigard Triangle is formed by I-5, Pacific Highway West, and Beaverton-Tigard Expressway, leaving a land area that has access at only three points: Haines Road Interchange with I-5, Villa Ridge Road at Pacific Highway West and the S.W. 72nd Avenue Interchange with Beaverton-Tigard Expressway.

Figure 1

LOCATION OF THE PROJECT



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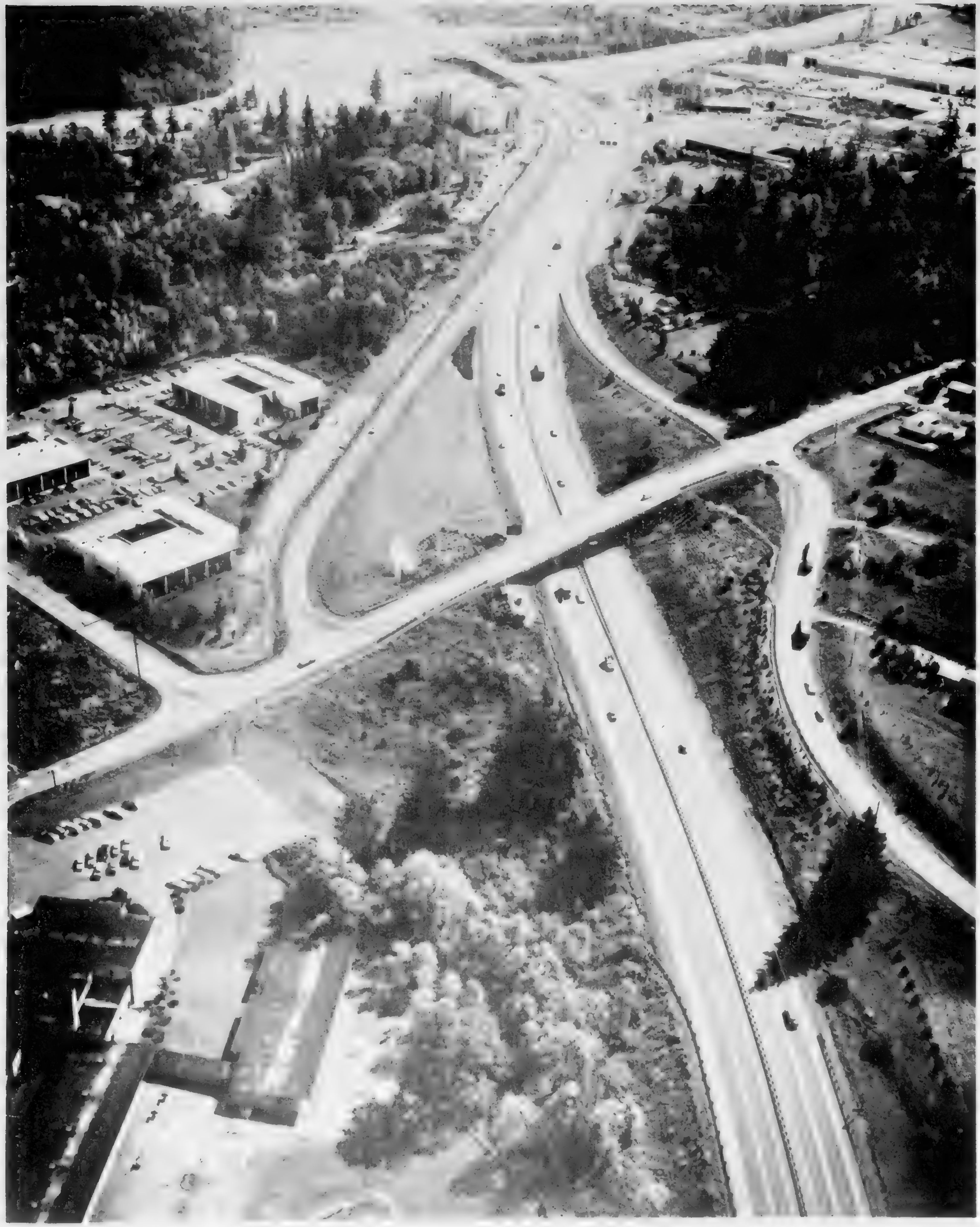


EXISTING S.W. 72ND AVENUE INTERCHANGE LOOKING SOUTHEAST TOWARD I-5

ALTERNATIVES

Several alternatives were examined during the project development stage. A Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) participated in the process which ultimately produced a proposed Build Alternative. The major constraints to alternative development were:

1) Steepness of the topography around the interchange.
2) Minimization of impacts to the school property.
3) Avoidance of commercially developed property which would be expensive to acquire.
4) Avoidance of acquiring residences in the Rolling Hills residential development.
5) The location of S.W. Hunziker Street, a two-way road intersecting 72nd Avenue very near to the overcrossing structure.

Consideration of these constraints ultimately produced the Build Alternative described below. Also evaluated was the option of doing nothing (No-Build alternative).

Selected Alternative

Following the public hearing held on December 19, 1979, a modified version of the Build Alternative was developed in response to comments received on the proposal. Modifications to the design presented in the Draft Negative Declaration were made to reduce or eliminate the following concerns, regarding the design, expressed at the hearing:

- Pedestrians crossing S.W. 72nd Avenue near Phil Lewis Elementary School.
- The crossing distance at Hunziker Street.
- Relocation of the north access to Phil Lewis Elementary School's parking lot.
- Increased traffic in the school area due to the Hampton/Gonzaga connection.
- Intrusion into a protected residential area, right-of-way requirements and residential displacements from the Hampton/Gonzaga connection.
- Disturbance of a residential drainage area.
- Right-of-way requirements south of Highway 217 on the west side of S.W. 72nd, and removal of trees.
- Traffic and pedestrian signals at major intersections.

Specific changes resulting from these concerns are indicated under the Build Alternative.

Build Alternative (Selected)

The interchange will be reconstructed to accommodate ramps to and from the west between S.W. 72nd Ave. and Beaverton-Tigard Expressway. (See Figure 3.) The existing ramps, which are to and from the east, will be moved to accommodate the additional ramps. The proposed interchange configuration is termed a folded diamond and has all four ramps originating or terminating on the east side of S.W. 72nd Ave. This design was advanced to avoid right-of-way acquisition from the Phil Lewis School athletic field and the Rolling Hills housing development.

The overcrossing structure will remain as existing with some alterations. (See Figure 4.) The sidewalk on the east side will be removed and the sidewalk on the west side will be

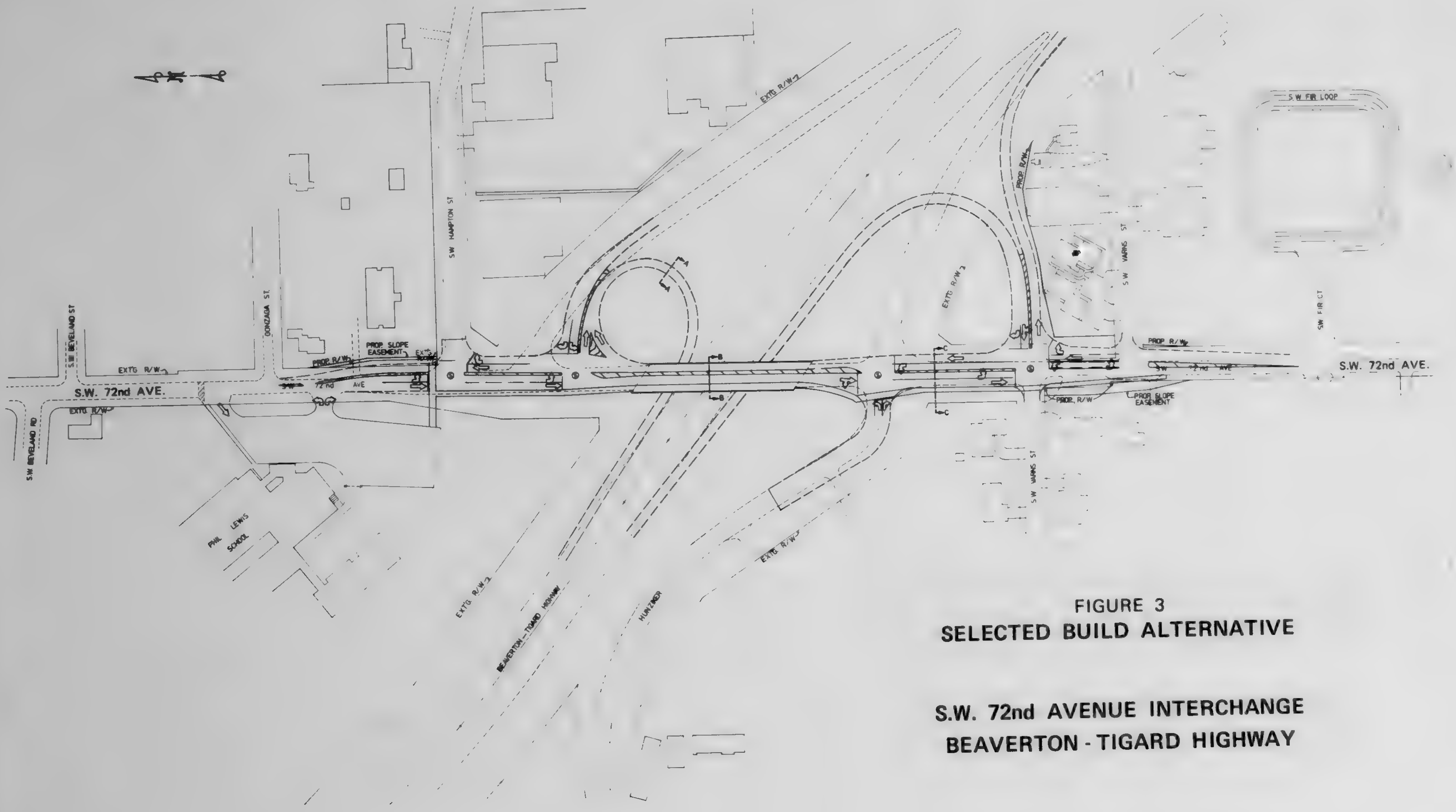


FIGURE 3
SELECTED BUILD ALTERNATIVE

S.W. 72nd AVENUE INTERCHANGE
BEAVERTON - TIGARD HIGHWAY

modified to a bikeway-pedestrian sidewalk. There will be two 12-foot travel lanes and turning bays at all intersections on S.W. 72nd Avenue within the project limits. (See Figure 4.) The project would be designed to urban standards with sidewalks and gutters, and the drainage carried in pipes rather than ditches.

The project limits and design were modified following the hearing. The northerly limit will be Gonzaga Street, instead of Beveland Street and the southerly limit will be S.W. Varns instead of Fir Court. Other modifications are as follows:

- Connect Hampton Street to S.W. 72nd Avenue as the collector street and eliminate the proposed Hampton/Gonzaga connection.
- Provide left-turn refuges for Hampton Street and the previously proposed left-turn refuges at the north ramp access, Hunziker Street, the south ramp access and Varns Street.
- The bikeway/sidewalk is to be extended from near its existing beginning at the grade school parking lot to approximately S.W. Varns Street.
- Provide traffic signals and pedestrian signals at Hampton Street and traffic signals at the north ramp access, with interconnection.
- Provide traffic and pedestrian signals at Hunziker/S.W. 72nd Avenue interconnection with traffic and pedestrian signals at the south ramp access and Varns Street.

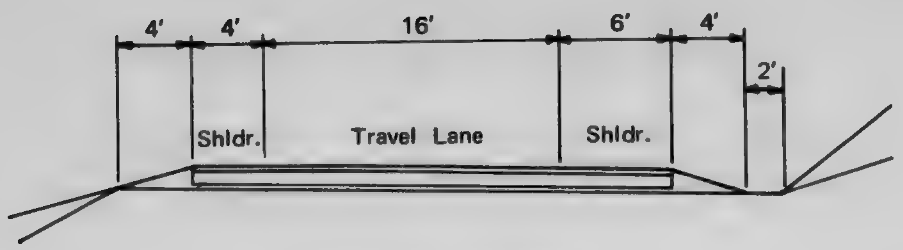
The total cost of this alternative is $1,270,000 including right-of-way costs.

No-Build Alternative

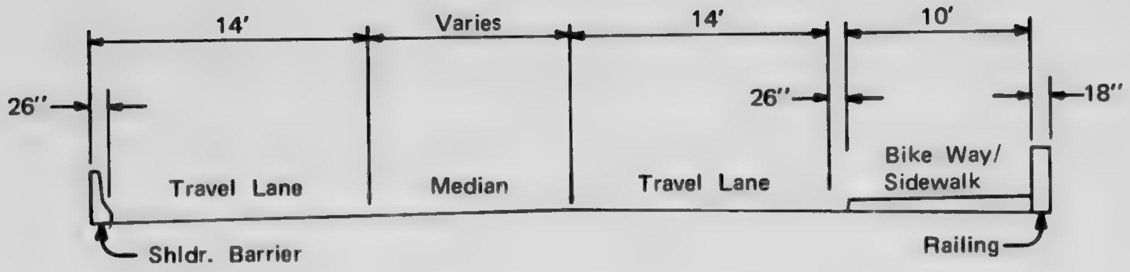
The existing interchange would remain. No improvements are planned.

Figure 4

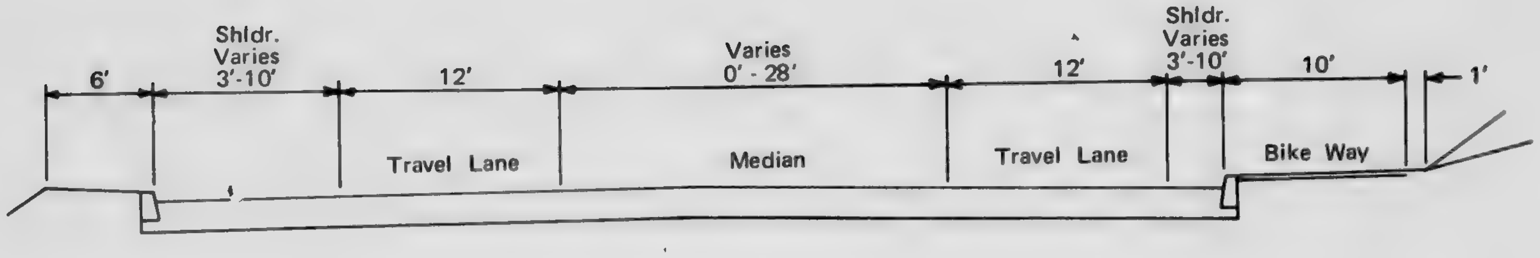
CROSS SECTIONS · BUILD ALTERNATIVE



TYPICAL RAMP



OVERCROSSING



S.W. 72nd AVENUE

Other Alternatives Considered

The other alternatives considered fell into three basic categories: (1) a diamond interchange and variations, (2) various modifications of the proposed Build Alternative, (3) connection of the eastbound off-ramp to Hunziker Street.

The alternatives that were designed around the diamond configuration or were a combination of the diamond and folded diamond, either reduced the athletic field at the Phil Lewis School or required at least two residences to be removed from the Rolling Hills subdivision. These impacts were considered unacceptable by the TAC and CAC. Therefore, alternatives with these impacts were dropped.

Three alternatives which were modifications of the proposed Build Alternative were examined. Members of the CAC wanted a design that off-set the eastbound off-ramp intersection with 72nd Avenue and the Varns Street Intersection with 72nd Avenue. Residents of the Rolling Hills subdivision were concerned that truck traffic may enter the neighborhood by mistake if the two ramps were aligned with Varns Street.

Two of these alternatives required Varns Street east of 72nd Avenue to be realigned through property which is now occupied by the 72nd Avenue Professional Center, making right-of-way cost prohibitive. The third required removal of two houses facing on S.W. 72nd Avenue.

The City of Tigard approved a resolution closing Varns Street at the west end and placing signs at S.W. Varns to prevent through traffic. The TAC felt that the resolution adequately addressed the potential problem raised by the CAC. The poorer traffic configuration and greater right-of-way impacts of designs with an off-set Varns Street intersection were sufficient to drop further discussion of them.

EXISTING SETTING AND ENVIRONMENTAL IMPACTS

Traffic

Future traffic assignments for the project are based on the Interim Transportation Plan (ITP) for the Portland-Vancouver Metropolitan Area. Future transportation projects which were assumed in the traffic assignments include: a widening of 72nd Avenue south of the interchange to Boones Ferry Road to provide for a median turning lane; and the extension of Haines Road to Pfaffle Road at Pacific Highway West. Traffic generation and attraction to the Tigard area was assumed to be essentially the same for both Build and No-Build Alternatives. The major difference in traffic assignment involves the different routes traffic will take with and without a full interchange.

Traffic projections prepared by a consultant for the City of Tigard based on the land use plan, and assuming full development, exceed the levels projected by the ITP. The study used in this document assumes that full development is beyond the time frame used for the ITP projections. This study also assumes that if traffic develops faster than projected, the City of Tigard will take steps to develop a traffic circulation plan so that unacceptable traffic and air quality problems will not develop.

The existing average daily traffic (ADT) on the 72nd Avenue overcrossing structure is 6,000. The following table compares traffic projections at specific locations in the project vicinity.

TABLE 1
ADT Traffic Comparisons

Location	1976 Build Alt.	1996 (ITP) Build Alt.	1996 (ITP) No-Build	Potential * at Full Development Build Alt.
Hunziker	3,400	6,000	10,400	14,000
72nd (between ramps & Hampton)	5,200	12,400	12,600	19,000
72nd (S. of Hunziker & ramps)	5,000	12,200	12,500	17,000
Eastbound On-ramp	2,000	4,400	4,400	6,500
Westbound Off-ramp	2,000	4,400	4,400	7,000
Westbound On-ramp	1,300	3,400	N.A.	3,200
Eastbound Off-ramp	1,300	3,400	N.A.	3,200
Hampton	2,600	7,400	7,400	11,400
72nd (N. of Hampton)	3,400	6,600	6,800	8,600

*These projections have not been adjusted for mass transit or car pooling and therefore reflect trip desire with no constraints.

The above table denotes marked differences in assignments of future traffic. When and if full development takes place, the effects on service levels at 72nd Avenue intersections could be significant.

The primary benefit of the Build Alternative is the reduction of out-of-direction travel (described on page 1). The level of service on S.W. 72nd Avenue and the ramps will be adequate through 1996. Turning movements are better provided for with the Build Alternative than with the No-Build. Lane capacity is essentially the same as with the No-Build Alternative, however, turning bays and altered intersection alignment improve the operation of the roadway section. Safety of pedestrians will be improved by the extension of a sidewalk on the west side of the roadway, where the school and most residential areas are located. The No-Build Alternative would continue the awkward out-of-direction travel, described earlier because of lack of ramps to and from the west. As more development occurs the negative safety aspects of this alternative, especially the U-turn at the South Tigard Interchange, would increase.

Population Characteristics

Until the 1950's, Tigard was primarily a rural farming community but began developing as a suburban area well before the city incorporated in 1961. Strong decentralization forces in the metropolitan area, such as favorable economic conditions, availability of developable land, and completion of Interstate 5 and the Beaverton-Tigard Expressway, served as major stimuli for population growth in the Tigard area. Between 1960-1970, the Tigard Census County Division, a U.S. Census area containing the present City of Tigard and unincorporated areas to the north and east, increased in population from 5,275 to 12,162, a 130.6 percent change.

The population in the immediate vicinity of the project (Census Tract 307) increased by 661 residents, a 62 percent increase, between 1960 and 1970 and then slowed so that it increased only 4 percent between 1970 and 1975. In the Triangle, according to the Tigard Planning Department, no building permits for new residences have been issued since 1968.

Population growth ceased within the immediate project area because land use planning for the area changed. A recent additional change to the Comprehensive Plan, however, indicates a probable increase in population within the Triangle over the next 20 years. Some residences are gradually being replaced by commercial and industrial uses. This is expected to continue with either the Build or No-Build Alternative but is likely to occur more rapidly with the Build Alternative. The core area of the Triangle has been recently designated as high density residential and will likely more than off-set the loss due to commercial development. Population is expected to remain the same south of the interchange.

Land Use Planning

The existing land use pattern which has resulted from frequent changes in land use policies over the last 30 years, is a patchwork of land uses ranging from a remnant farm to office complexes. Most of the housing in the area is scattered and of approximately 30 years of age. However, there are a few newer but small residential subdivisions along 72nd Avenue within Tigard Triangle. A larger subdivision, Rolling Hills, consisting of about 70 single-family residences lies off 72nd Avenue immediately southwest of the 72nd Avenue Interchange. Commercial and industrial uses have been steadily encroaching on the residential uses. Many of the homes within the Triangle are owned by developers and are currently being rented.

In the Triangle, commercial development is presently occurring along the sides exposed to I-5 and Pacific Highway

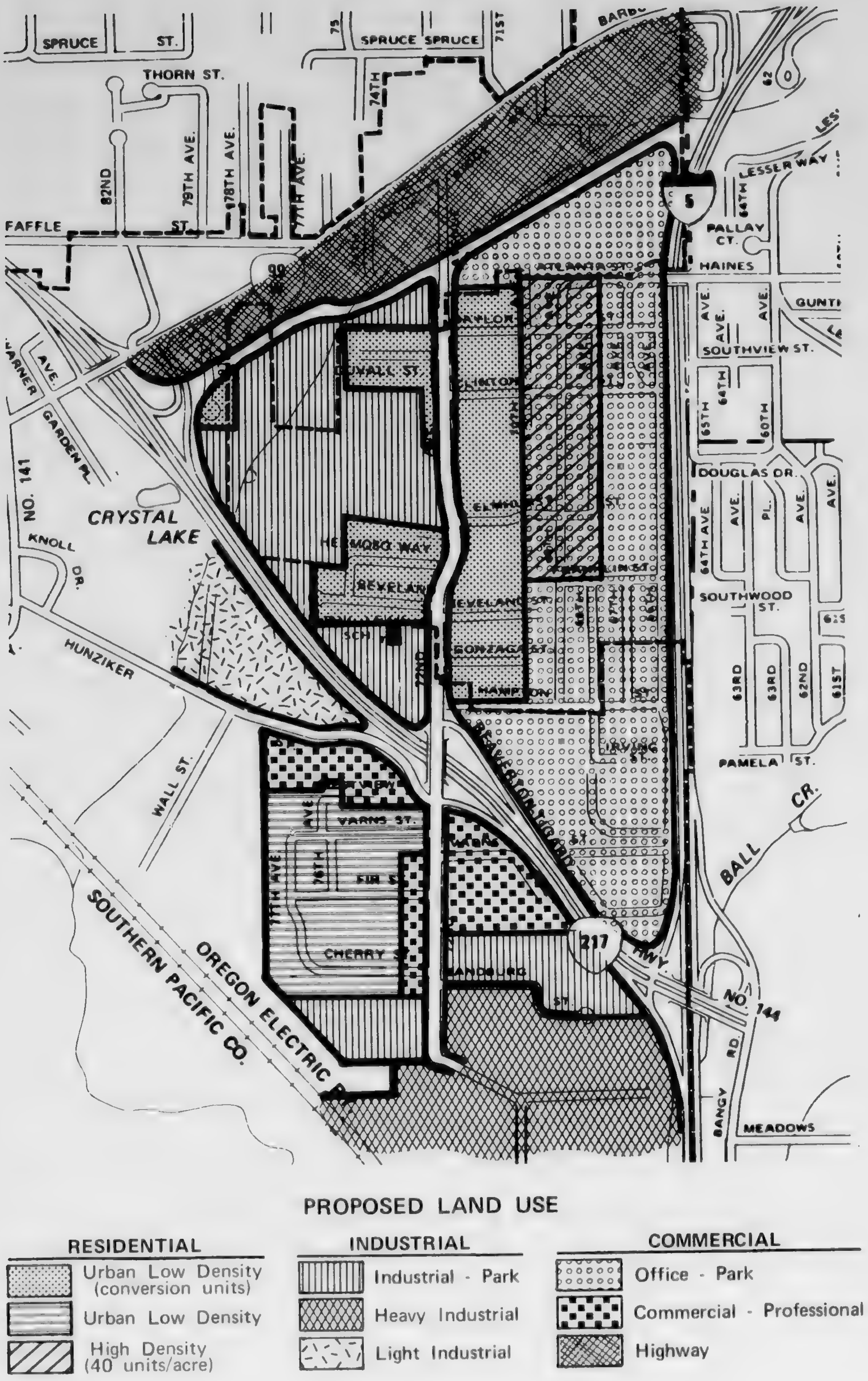
West, and between I-5 and the 72nd Avenue Interchange. South of Beaverton-Tigard Expressway, Rolling Hills forms a residential island surrounded by rapidly developing commercial-industrial property.

The Tigard Triangle and Tigard Industrial Area are within the City of Tigard's urban growth boundary. Though the area is not presently within the Tigard city limits, Tigard has primary planning responsibility for the area. Planning has been accomplished for this area by citizen-based Neighborhood Planning Organizations (NPO's), NPO's 4 and 5 in this instance.

The adopted NPO 4 plan for the Tigard Triangle designates the land in the Triangle, west of 72nd Avenue as Industrial Park, land east of 72nd Avenue as Office Park, and land fronting on Pacific Highway West as Highway Commercial. (See Figure 5.) Existing housing has been grouped into six "conversion units" which may ultimately become either industrial park or office park. Conversion units are residential areas which will remain residential until 75 percent of the owner occupants elect to allow redevelopment to the use specified by the plan.

In November 1979, the City of Tigard amended the NPO 4 plan to include an area of high density (40 units per acre) residential. The area is bordered by SW 68th Avenue, Franklin Street, Atlanta Street, and SW 70th Ave. Inclusion of this land use lends support to the existing residential areas and reduces the probability that the "conversion units" will change to commercial or industrial use in the near future.

Figure 5


SPRUCE ST.
SPRUCE SPRUCE
THORN ST.
82ND
79TH AVE.
78TH AVE.
77TH AVE.
74TH
71ST
FAFFLE ST.
99
LESSER WAY
64TH
5
PALLAY CT.
HAINES
GUNTH
SOUTHVIEW ST.
65TH
64TH
60TH
DOUGLAS DR.
64TH AVE
AVE.
PL.
SOUTHWOOD ST.
63RD
62ND
61ST
PAMELA ST.
BALL CR.
DUVALL ST.
HERMOSO WAY
REVELAND
SCH
72ND
CLINTON
REVELAND ST.
GONZAGA ST.
HAMPTON
BEAVERTON-TIGARD HWY.
WARNER AVE.
GARDEN PL.
NO. 141
CRYSTAL LAKE
KNOLL DR.
HUNZIKER
WALL ST.
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.
VARNS ST.
76TH
FIR ST.
74TH AVE.
CHERRY ST.
SANDBURG ST.
217
NO. 144
BANGY RD.
MEADOWS
PROPOSED LAND USE
RESIDENTIAL
Urban Low Density (conversion units)
Urban Low Density
High Density (40 units/acre)
INDUSTRIAL
Industrial - Park
Heavy Industrial
Light Industrial
COMMERCIAL
Office - Park
Commercial - Professional
Highway

The adopted NPO 5 plan covering the project area south of Beaverton-Tigard Expressway designates all land not presently residential as commercial, office park, and industrial. The area is already rapidly developing in accordance with the plan and will likely be fully developed by the time construction of the revised interchange could begin. The proposed Build Alternative is an integral part of the transportation element of these land use plans and particularly important to the Triangle plan as the Triangle has only one other major access point--Haines Interchange with I-5. Selection of the No-Build Alternative would have negatively impacted land use planning for the Tigard Triangle but would have minimal impact on development south of the interchange.

Although Tigard has the primary planning responsibility for the Triangle, much of the interior of the area is still within Washington County's zoning restrictions. The City of Tigard has an agreement with Washington County allowing the city to review zoning requests for property outside the city limits but within the urban growth boundary. The project Build Alternative is consistent with Land Conservation and Development Commission Goals and Guidelines. The Build Alternative does not impact prime or unique farm land.

Community Institutions and Facilities

Phil Lewis Elementary School lies in the northwest quadrant of the 72nd Avenue Interchange. All of the elementary students in the Tigard Triangle and in the remaining part of the project area are within the Phil Lewis attendance area.

An estimated three-fourths of the students at Phil Lewis are bused. All of the junior and senior high students in the study area are bused to school. Approximately 30 loaded school buses cross the 72nd Avenue overcrossing daily. Students walking or bicycling from Rolling Hills subdivision use the 72nd Avenue overcrossing. A separated and narrow part gravel, part concrete, bikeway and footpath parallels the west side of S.W. 72nd Avenue, starting at Hermosa Way, and continuing south to Varns Street in Rolling Hills. On the overcrossing, it is separated from traffic by a concrete railing.

The Tigard Friends Church, across 72nd Avenue east of Phil Lewis School, conducts a Day Care Center. All of the 85 to 90 enrolled students are driven to the Center. About 20 of them must cross 72nd Avenue daily to attend Phil Lewis School,

Fire, police, hospital, and ambulance services all come from outside the project area from the west. There are no existing public parks or recreation areas within the study area.

The Build Alternative is expected to impact some emergency services positively by adding access to and from the west on Beaverton-Tigard Expressway. The school will be adversely impacted in several ways. The Build Alternative will encourage commercial development within the Triangle and related increases in traffic; traffic impacts such as noise and congestion may increase. Safety of children may become more of a problem; particularly in the mornings when work and school starting times coincide. In recognition of this problem, the project includes reconstruction of a bike/pedestrian way along the west side of the roadway between the school and the Rolling Hills subdivision, and inclusion of pedestrian signals at the Hampton Street, Hunziker, and Varns Street intersections with 72nd Avenue. The design has also been modified to reduce as much as possible the conflict between commercial traffic and pedestrian and auto access to the school.

The Draft Negative Declaration reported the probable future replacement of the school by industrial use. The recent change in the land use plan negates that projection. With the likely increase in population due to the high density residential zoning, the school is expected to continue and may need to expand.

The No-Build Alternative would not improve access for emergency services. Development within the Triangle would continue but at a slower rate and more emphasis would be placed on Haines Interchange as the primary access point. Adverse impacts to the school would therefore occur at a slower rate. Safety aspects of the roadway would be poorer than would occur with the Build Alternative, although traffic impacts would probably increase at a slower rate.

Cultural Resources

The project area has been surveyed for cultural resources. It has been determined that the project area contains no properties which are listed, nominated or eligible for the National Register. This conclusion has been concurred in by the Oregon State Historic Preservation Office as is evidenced in the attached letter (See Appendix B).

An archeological reconnaissance survey was not required for this project because of extensive previous terrain disturbance.

Right of Way

Total right of way required for the Build Alternative is about 1.04 acres. (See Figure 6.) An additional .21 acre of construction easements will be required. Right of way would be required from the rear of one commercially zoned property. Frontages would be required from three residences and two businesses. Most of the required acreage is now vacant. The owners are aware of the proposed project and have planned accordingly. Estimated cost of relocation, acquisition of right of way, and use of easements is $200,000. See Appendix A for a summary of relocation benefits.

Property tax loss due to acquisition of right of way will be more than offset by property value increases resulting from redevelopment of remainder properties to commercial uses.

Geology

The 72nd Avenue Interchange is located in a natural saddle at the foot of Mt. Sylvania. The Beaverton-Tigard Expressway is located in the natural low area of the saddle and 72nd Avenue crosses a small hill on the south side of the interchange and drops to a lower elevation on the north.

The soil, a clayey silt, is approximately 16 feet deep, underlain by vesicular basalt. It is of poor quality for use for highway embankments, subgrades, subbases, and bases. However,

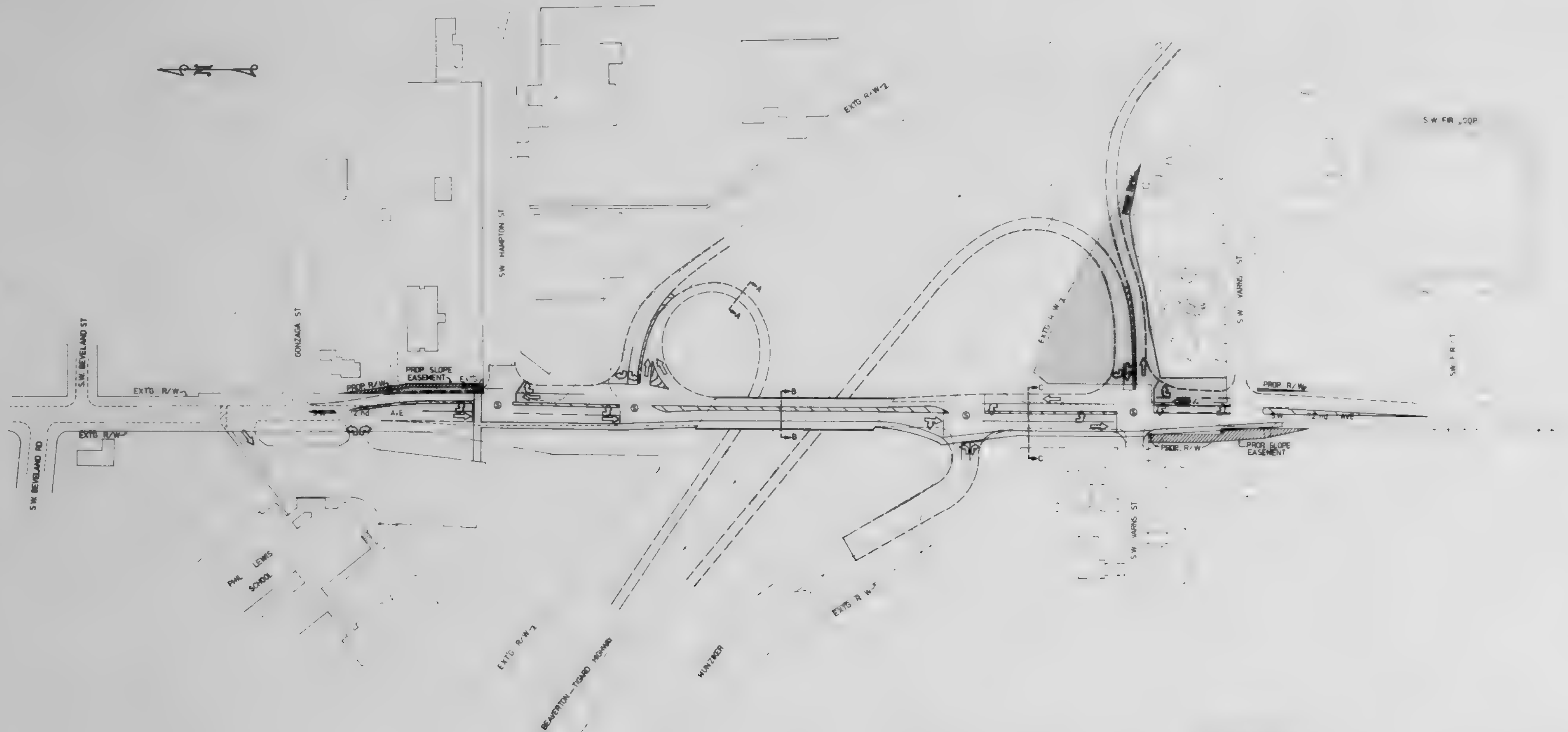


FIGURE 6
PROPOSED RIGHT OF WAY - BUILD ALTERNATIVE

▨ Proposed R/W

▨ Construction Easement

treatment with cement, a common practice, can adequately upgrade its quality.

Erosion on the cut slopes in all but the northwest quadrant of the existing interchange has progressed from rilling to serious gullying. All four quadrants lack adequate vegetative cover to prevent erosion. The erosion is caused by the lack of drainage facilities, the type of soil, and the poor growth of the ornamental plantings on the slopes.

If the No-Build Alternative were selected, erosion would continue unless maintenance measures such as replanting of vegetation were applied.

The Build Alternative will temporarily expose approximately 6 acres of cut and fill surfaces to erosion. Mitigation measures such as compaction of slopes and seeding and mulching will be taken during construction to insure minimal erosion. The project will be designed to urban standards and will therefore have curbs, gutters, and drainage pipe eliminating the existing erosion occurring in drainage ditches.

The project will require approximately 7,200 cubic yards of aggregate which will be obtained from commercial sources.

Water Quality

The drainages found in the project area drain into a large downslope tributary of the Tualatin River called Fanno Creek. One drainage on the north end of the project area crosses the Phil Lewis School property. This drainage is a ditch which is experiencing erosion problems.

Sewage contamination of Fanno Creek and its tributaries has been a continuing problem. However, conditions have gradually improved as sewage treatment plants are installed. Much of the Triangle area is not yet sewered, although adequate trunk lines exist. As these areas are sewered, they will be incorporated into the City of Tigard.

Primary water quality impacts resulting from the Build Alternative include a small decrease in groundwater recharge, a small increase in surface water runoff, temporary increase in erosion potential at the construction site and minor rerouting of existing drainage patterns around the interchange.

Measures will be taken during and following construction to minimize erosion. Surface drainage now running in ditches along Hunziker and at the Phil Lewis School will be carried in pipe to eliminate the existing ditch erosion problem. The drainage pipe at the school will end in approximately the same location as the existing ditch and will therefore not impact a small wetland. There appears to be sufficient drainage upslope of the existing ditch to reestablish and maintain the existing species of vegetation after the ditch is replaced by the drainage pipe.

A probable secondary impact of the project will be the quicker redevelopment of the Triangle area. With redevelopment will come more sewer line replacement of existing septic systems and a resultant improvement in water quality.

The No-Build Alternative will continue the ditch erosion problem. This is particularly significant along Hunziker where it has created a safety problem as well as a drainage problem.

Biology

Habitat and wildlife in and near the project area are in a state of rapid transition resulting from urbanization. Much of the existing habitat is the result of urban development and recent land use. Relic units of relatively unaffected habitat including brush, woodland and wetlands still exist in small parcels. Nearly all of the habitat within the project area is either barren (6.1 acres) or grasses (3.0 acres). The remainder being brush (1.0 acre) and woodlands (.5 acre). In general, the habitat in the construction area is of very poor quality and supports little wildlife. Habitat within Tigard Triangle is higher in quality and supports a variety of birds, small rodents, and other mammals such as rabbits and squirrels.

Construction impacts on wildlife are insignificant. No threatened or endangered species will be affected, nor will the small relic wetlands in the sloped area be impacted. Secondary impacts occurring to habitat within the Triangle as it develops are more substantial. These impacts are likely to occur with either the Build or No-Build Alternatives, but would occur sooner with the Build Alternative.

Air Quality

Future air quality impacts were projected by use of computer modeling and measured background data from a nearby site. The total emissions study projected that the total quantities of pollutants generated on an annual basis are nearly identical for both the Build and No-Build Alternatives. Decreases in the emissions of carbon monoxide and hydrocarbons are noted for a period of six to ten years after the estimated construction completion date. These reductions are the direct result of the Federal Vehicle Emissions Control Program and would occur even without the proposed highway improvements. A short-term reduction is also noted for nitrogen oxides through about 1984. Assuming that there will be no additional emission controls and that land use will develop at the rate considered in the traffic analysis, emissions of carbon monoxide will exceed predicted 1980 levels by the year 2000.

However, carbon monoxide concentrations measured at Washington Square (the worst air quality site in the study area) are currently below standard and the 1980 and 2000 project area concentrations are also expected to be below standards. Emissions of nitrogen oxides will show significant increases beginning in the late 1980's. Hydrocarbon emissions, although predicted to increase beginning in 1990 are not expected to exceed present levels in the foreseeable future. Lead emissions would be well within the standards.

Concentrations of carbon monoxide at Phil Lewis School will increase very slightly under the Build Alternative, however, no violation of standards for this pollutant are predicted for either alternative.

Short-term air quality impacts would occur during construction. However, adherence to standard construction procedures will minimize such impacts.

The Department of Environmental Quality has found the proposed project consistent with the State Clean Air Act Implementation Plan and has issued an Indirect Source Permit for the project. See Appendix C.

Noise

Noise measurements were taken in August and September of 1977 at seven sites. Traffic data was then used in a computer model to predict noise levels for 1996. Four residences and a portion of the Phil Lewis School Athletic Field are predicted to be above FHWA design noise levels in the year 1996. However, the maximum noise level (L_{eq}) increase above design levels experienced at a residence, will be 3 dBA, a difference which is barely perceptible to the human ear.

Mitigation measures, such as walls, were investigated with respect to their feasibility and effectiveness compared to cost. Three of the residences had driveways or pedestrian accesses leading to the noise producing road. This situation would require that a noise barrier have breaks in it to accommodate the accesses and would make the wall ineffective as a noise barrier. A fourth residence, located on S.W. Varns Street overlooking the Beaverton-Tigard Expressway and the 72nd Avenue ramp has been sold as commercial property and will be converted to usage compatible with predicted noise levels.

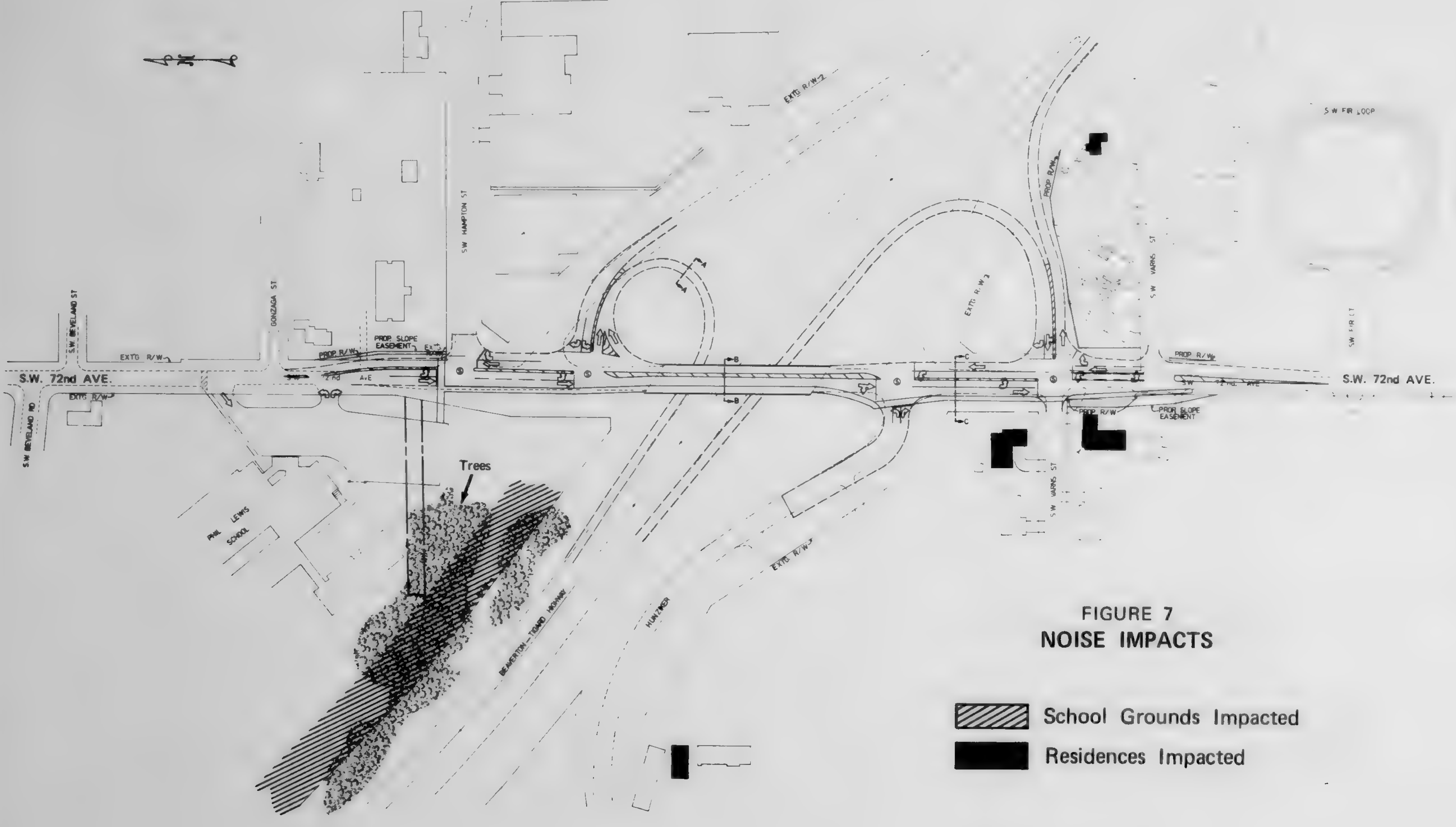


FIGURE 7
NOISE IMPACTS

Some changes have been made concerning noise mitigation at Phil Lewis School and the adjoining athletic field since the publication of the draft negative declaration. During the preparation of the draft, the future of the Phil Lewis School was uncertain because of the widespread commercial development in that area. Because of the possible closure of the school, the State did not feel that mitigation was warranted.

Since that time it has been found that the school's future is certain and will remain. All mitigation measures have been reanalyzed with the supposition that the school will continue operation. Since Highway 217 traffic is responsible for nearly all the noise in the athletic field, measures to shield the athletic field from Highway 217 have been evaluated.

A concrete barrier, 15 to 18 feet in height, located on the shoulder of Highway 217, was examined but judged unfeasible due to the excessive height required to mitigate the athletic field. The shoulder barrier would be undesirable from both a safety and aesthetic standpoint. The barrier would appear very obtrusive from the roadway.

A 1500-foot earth berm, 20 to 25 feet in height, located parallel to Highway 217 along the southern edge of Phil Lewis School Activity Field was also examined and judged unfeasible for inclusion into the project plans. Even though the berm would reduce noise levels at the activity field, the school, and several houses on S.W. Beveland Street, additional right-of-way would be required. The right-of-way would need to be taken from the Phil Lewis School activity field, the area intended for mitigation. In addition to the school property, a wetlands area within the highway right-of-way would be covered by the berm and drainage revisions would be required.

A concrete wall-berm combination was also analyzed in an effort to minimize right-of-way requirements. While the wall-berm combination could be constructed within State right-of-way, drainage revisions would still be required and the wetlands would be covered. The barrier cost, not including drainage revisions, was estimated to be $150,000. This cost was estimated using 1979 concrete prices. The present 1980 cost estimate would be greater. The wall-berm combination would offer 10 dBA reduction at the right-of-way line, 4 dBA in the field at a point 135' inside the right-of-way fence, and 3 dBA at the outside edge of the school.

The wall-berm combination was considered impractical for the following reasons:

1. The total cost including other adverse effects was judged to outweigh the net benefit derived from mitigation.

2. Wetlands would be eliminated if the barrier was constructed.

3. The predicted difference between Build and No-Build noise levels in the activity field is only 1 dBA.

Because the wall-berm combination is judged impractical it will not be included in the project plans and specifications.

Architectural mitigation at the school was not considered because Federal interior design noise levels are not predicted to be exceeded with or without the project.

Temporary construction noise impacts will occur. Time restrictions will be applied to ensure that quiet periods of the day will be free of construction noise. Construction will be disallowed between the hours of 10:00 PM and 6:00 AM on weekdays and Saturday, and from 10:00 PM Saturday to 6:00 AM Monday (weekends). If a specific noise problem develops during construction appropriate mitigation measures will be investigated and implemented where feasible.

DISCUSSION OF COMMENTS RECEIVED

A hearing on the proposed action was held on Dec. 19, 1979. Approximately 80 people were present of which 30 gave oral testimony. Additional letters were received during the comment period and 2 petitions with a total of 126 signatures were received. Oral and written testimony showed 45 people favoring the Build Alternative, 24 the No-Build Alternative and 5 indicating no preference. The petitions supported the No-Build Alternative.

Concerns expressed at the hearing which affect the project design included the safety of children going to Phil Lewis School, right-of-way concerns, saving the trees on the west side of 72nd Avenue and appropriate signalization. These concerns were summarized and addressed earlier in this document under Selected Alternative and Build Alternative.

Concerns which dealt with the treatment of environmental impacts in the Draft Negative Declaration included questions about the current accuracy of the traffic projections and the air quality and noise analyses based on the projections, questions about the accuracy of the projected land use and related impacts, and questions about the safety of the eastbound 72nd Avenue to Beaverton-Tigard Expressway or ramp.

New traffic counts were taken in March 1980. The count indicates that the original traffic projections for 72nd Avenue, Hunziker, and the interchange ramps appear reasonable. Traffic on the Beaverton-Tigard Expressway, however, has increased approximately 96% in four years bringing the volume within 1000 vehicles of the volume projected for the year 2000. An increase of this magnitude raised questions concerning the "background" air quality in the project area. A check of the permanent carbon-monoxide monitor at Washington Square indicated that despite rapid traffic increases, air quality standard violations have not been a problem. It was therefore concluded that the air quality analysis adequately represented the projected air quality conditions. The Department of Environmental Quality has concurred in this finding and issued an Indirect Source Permit for the project.

Noise projections were recalculated using the latest traffic counts. Projected noise values did not change. Peak noise levels do not occur during the peak traffic hour, but during off peak hours when speeds are highest. Off peak hour volumes and speeds did not change as a result of the new traffic data. The analysis prepared for the Draft Negative Declaration is therefore accurate.

The Comprehensive Land Use Plan presented in the Draft Negative Declaration was changed by the City of Tigard in November 1979. This document has been revised to reflect the current Comprehensive Plan and the impacts have been revised accordingly.

The safety of the eastbound 72nd Avenue to Beaverton-Tigard Expressway ramp was questioned because of its closeness to the southbound Beaverton-Tigard to I-5 ramp. The distance between these two ramps is less than desirable. However, the proposed ramp maintains the same distance as the existing ramp. As traffic volumes increase on Beaverton-Tigard, the weave area is expected to operate at a lesser level of service, but safety is not expected to be jeopardized because speeds will be reduced. If the level of service is significantly reduced in the future, ramp metering will be investigated.

Additional comments were received at the hearing regarding individual right-of-way situations and issues previously addressed in this environmental document. These concerns were addressed in the Hearing Study Report, January 1980.

BASIS FOR NEGATIVE DECLARATION

The proposed project will greatly improve traffic patterns and safety for people attempting to enter and leave the Tigard Triangle and would improve access to the area south of the Beaverton-Tigard Expressway. The project will support the ongoing redevelopment of the area which is in accordance with the adopted Comprehensive Plan. Traffic growth will not vary significantly from the No-Build situation. The project will involve some right-of-way acquisition, but those affected will be compensated. It will not divide or disrupt any established community. There will be little impact on the natural environment and there are no 4(f) involvements. The project has been found consistent with the State Clean Air Implementation Plan by the Department of Environmental Quality and with laws and regulations pertaining to the environment. There will be noise levels above design levels which are not feasible to mitigate. These levels are not significantly different from no-build levels, being within 1 dBA.

It is the conclusion of the Oregon Department of Transportation and the Federal Highway Administration that this project consitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

APPENDIX A: RIGHT-OF-WAY ACQUISITION AND RELOCATION BENEFITS

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

**OREGON
DEPARTMENT
OF
TRANSPORTATION**

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility—recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damage to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

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acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwuakie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to m these standards is not economically sound. . addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by educat training, and experience to make prope. appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev. 12-77

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transporation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLouglin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$180 [3 rm]	$300 [5 rm]
$120 [2 rm]	$240 [4 rm]	

Five or more rooms – $300

Furnished
[Relocatee does not own furniture]

$20 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square–foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, [illegible] case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial [illegible] displaced owner and the State. The cost of such [illegible] may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transporation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits–requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

APPENDIX B: LETTER FROM STATE HISTORIC PRESERVATION OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

June 5, 1980

In Reply Refer to
File No.:

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 DOT Building
Salem OR 97310

ATTENTION: Maxine Banks

Dear Mr. Dykman:

RE: 72nd Avenue Interchange
Washington County

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

For further information regarding projects, contact Leland Gilsen, state preservation archeologist, at 378-5023.

Sincerely,

D.W. Powers III
SHPO Designee

DWP:LG:nmw

Form 734-3122

APPENDIX C: LETTER OF CONSISTENCY FROM DEPARTMENT OF ENVIRONMENTAL QUALITY

file

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality
522 SOUTHWEST 5TH AVE. PORTLAND, OREGON
MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-5395

April 6, 1979

Mr. Robert N. Bothman, Administrator
Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, Oregon 97213

Re: Southwest 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County
Determination of Consistency

Dear Mr. Bothman:

Yes, based upon the air quality analysis and supporting traffic information submitted by ODOT, the project would be consistent with the State Implementation Plan.

Sincerely,

COPY

WILLIAM H. YOUNG
Director

HWH:h

cc: Gary Potter

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

May 2, 1980

Oregon State Highway Division
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Southwest 72nd Avenue Interchange
Beaverton-Tigard Highway
AQ Highway File No. 34-8009
Indirect Source Construction Permit
Date of Issuance May 2, 1980

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Southwest 72nd Avenue Interchange at the Beaverton-Tigard Highway, Washington County.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

HWH:s
AS1364
Enclosure
cc: Washington County Planning Agency
City of Tigard Planning Department
Northwest Regional Office

RECEIVED TECHNICAL SERV.
APR 11 '80
REFER TO
FOR
Act
Sign
C/R
R/D
Inves
Info
FORM 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 11, 1980

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Traffic Projections
SW 72nd Avenue Interchange

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

By letter of March 31, 1980, DEQ informed us that the Indirect Source Permit Application was complete on the subject project, and that on or before April 3, 1980, a decision would be made to issue or deny a permit and a 20 day public notice and review period would follow. We have since been informed by phone that a permit will be issued without conditions.

In addition, the City of Tigard approved the project, on the condition that "ODOT use the most current traffic data available for air and noise quality reports."

Tom Schwab, by direction of Jim McClure in a memo of February 27, 1980, was asked to prepare a "comparison of the new MSD traffic projections versus the traffic projectsion originally used for this project." The Environmental Section has examined Tom Schwab's comparison and concludes that the original projections for the interchange itself and the existing traffic counts are consistent, and that the air and noise studies are still valid because of the consistency of the projections and existing counts.

However, existing county on Highway 217 itself show an Average Weekday Traffic (AWD) of 56,000. The air and noise studies were based upon AWD totals of 28,800 existing and 48,200 projected in 1996. This, then, led us to examine the parameters of the air and noise studies in light of the increased growth on Highway 217.

In examining the air quality studies, it does not appear that traffic reanalysis will affect the air quality conclusions for the following reasons:

1. The traffic projections for the interchange itself are still valid in view of existing counts.
2. Traffic volumes have nearly doubled on Highway 217, but the monitoring system at Washington Square has not picked up any increased levels or frequency in violations of standards. (In fact, DEQ has authorized Washington Square to cease monitoring).
3. The air quality model used for the 72nd Interchange study was calibrated to the Washington Square monitored data.
4. DEQ has accepted the I.S.P.A. and associated monitored data.

In conclusion, a traffic reanalysis for air quality does not appear warranted since the conclusions will not change for the foregoing reasons.

In the noise study, the volume of traffic on Highway 217 will not change the noise levels, unless the changes in volume change the peak truck hour, at level of service C. This check will be made by Metro and the results of this check documented in the final noise study report.

The one final issue is with the possibility of increased traffic on Highway 217, the operation of the eastbound on ramp from SW 72nd Avenue to Highway 217 needs to be analyzed from an operational safety standpoint. Metro will be asked to investigate this and mitigation measures, if needed, will be discussed in the final negative declaration so that such measures can be analyzed in final design.

GAP:lb

cc: R. N. Bothman
E. S. Hunter
Cam Gilmour
Tony George
Donna Kilber
Jim McClure

9416   2

STATE OF OREGON

HIGHWAY DIVISION - ODOT
DEPT

378-6883
TELEPHONE

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: February 21, 1980

FROM: Frank E. Terpin
Location Engineer

SUBJECT: S.W. 72nd Ave. Interchange
Beaverton-Tigard Expressway
Washington County

Herewith a copy of the study report for subject section prepared by the Metropolitan Branch.

We have reviewed the report and agree with their recommendation.

If you concur with our recommendation, please approve the report and return it to me for further distribution.

DB:ge

Attachment

2-25-80

OK

E S Hunter

RECEIVED
TECHNICAL SERVICES
FEB 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9462

METROPOLITAN SERVICE DIS[illegible]CT

TIP PROJECT ADJUSTMENT

12-Feb-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER ODOT FILE MSD XIII

TRANSACTION #: 800212 9
PROJECT: SCHOLLS HWY(OR210) @ ALLEN-SIGNAL CONSTRUCTION
FUNDING: MT HOOD CATEGORY VI-FAU REPLACEMENT PROJECTS
FILE # : 56281249
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********				******NEW STATUS*******	
TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING					
0	0	0	7,544	7,544	7,544
CONSTRUCTION					
128,140	0	128,140	18,060	146,200	146,200
TOTAL					
128,140	0	128,140	25,604	153,744	153,744

PROJECT: HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
FILE # : 53256660

TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING					
144,125	143,800	325	0	325	144,125
RIGHT OF WAY ACQUISITION					
187,931	0	187,931	0	187,931	187,931
CONSTRUCTION					
1,973,280	0	1,973,280	-25,604	1,947,676	1,947,676
TOTAL					
2,305,336	143,800	2,161,536	-25,604	2,135,932	2,279,732

```
[][][][]
281*12*      2306*32*     44694****          0    153744
[illegible]*11*      14100[illegible]     116950*35*   1212047*10*    143800
```

DRAFT HEARING STUDY REPORT

S.W. 72nd Avenue Interchange
Beaverton-Tigard Expressway (Highway 217)

City of Tigard
Washington County

Metropolitan Branch
Oregon Department of Transportation

Compiled by Ron Kleinschmit,
Project Coordinator

January 1980

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RECOMMENDATION

The Oregon Department of Transportation (ODOT), recommends the modified design build alternative for the S.W. 72nd Avenue Interchange project. ODOT's recommendation is based on the following:

- The alternative is consistent with the City of Tigard's comprehensive plan.
- The alternative is consistent with the scope of the project as requested by City of Tigard resolution in 1977.
- After a preliminary review by the Department of Environmental Quality, the project is expected to be consistent with air quality guidelines.
- The alternative does not cause significant noise impacts to the area, according to the Draft Noise Study Report.
- The alternative is consistent with the goals of improved access and reduction of out-of-direction travel.
- The alternative is consistent with fuel conservation policies.
- The alternative mitigates the majority of the concerns expressed at the public hearing.

RECOMMENDATION

The City of Tigard Resolution 80-07, recommends the modified design of the build alternative, with the inclusion of certain landscaping and current traffic data.

HEARING STUDY REPORT

S.W. 72nd Avenue Interchange
Beaverton-Tigard Expressway (Hwy. 217)
City of Tigard
Washington County

PROJECT PURPOSE

The purpose of the proposed project is to improve access by adding ramps to the interchange, that will provide full directional access to and from the Beaverton-Tigard Expressway (Hwy. 217) and S.W. 72nd Avenue.

Improvement of access to S.W. 72nd Avenue would be consistent with land use plans for the area, and related industrial-commercial and residential traffic needs. Improved access is also conducive to future initiation of mass transit in the area.

PROJECT HISTORY

The proposed project was submitted to MSD (then CRAG) by Washington County and the City of Tigard as a high priority. By CRAG resolution in February of 1977, the project was approved for funding from the Mt. Hood transfer fund. Local match will be from the State Bond program. The CRAG resolution was supported by the Transportation Technical Advisory Committee and its Interstate Transfer Committee, in accordance with established criteria and policy. The City of Tigard reaffirmed its priority for the project in the form of a resolution in February of 1977.

Preliminary engineering for the proposed locally sponsored project was begun by the Metropolitan Branch of the Oregon Department of Transportation (ODOT), in June of 1977. Initially, three basic alternatives were considered, however there were numerous other alternatives and options discussed and explored. All but one down-scaled build alternative and the no-build were rejected as unfeasible, unfavorable, or unbuildable.

In early 1978, ODOT stopped preliminary engineering on the project, and requested an opinion from the Department of Environmental Quality as to the consistency of the project with regard to the Oregon Clean Air Implementation Act. Based on MSD's level of development within the area, and the related traffic predictions, in August 1979 DEQ found that the project would probably be consistent for the year 1996. DEQ's official finding on the project air quality will not be made until application of the Indirect Source Permit is considered. Efforts by ODOT to complete the preliminary engineering and environmental document were resumed in August 1979.

Jurisdictional responsibility of S.W. 72nd Avenue was transferred to the City of Tigard by Washington County in late 1978. At the request of the City of Tigard, the design of S.W. 72nd was changed from rural to urban design standards. The current typical section therefore reflects Tigard's urban design standards.

CITIZEN ADVISORY COMMITTEE

A 23-member advisory committee was formed in 1977, and was very active in the early stages of project development. The committee was composed of residents and business persons from the project area. As previously mentioned, numerous alternatives and options were studied. Comments from the CAC resulted in selection of the single build alternative forwarded, and also in the elimination of other alternatives or options. No formal opinion on the proposed project was rendered by the CAC prior to or at the public hearing.

PROJECT NEED

S.W. 72nd Avenue functions as a major collector street for both residential and commercial traffic. The area south of Highway 217 has rapidly developed into an industrial/commercial area, with a compact residential area in its midst. Heavy industrial/commercial plus employee traffic is generated both inside and outside the project area. In addition, local residents travel outside of the area for work, shopping, and recreation.

The area north of Highway 217 is slowly beginning to develop into industrial/commercial usage, with fragmented residences remaining. This area abuts the Haines Road interchange, which is rapidly developing and having a strong influence on traffic. Eight acres north of Highway 217 is currently planned for a high density residential development. A major collector street is required to join the Haines Road area with 72nd Avenue and Highway 217.

An efficient connection to Highway 217 will reduce out-of-direction travel and therefore reduce travel time, improve overall traffic safety, and improve efficiency. As stated in the environmental document, a no-build decision on the project will only prolong the development phase north of Highway 217 but not reduce the inevitable total traffic.

The build alternative would offer improved traffic circulation within the project area, and offer safety features for pedestrians including school children.

PROJECT ALTERNATIVES

No-Build: Proposes no changes to existing conditions and anticipates no expenditures of funds in the immediate future.

Build Alternative: The proposed interchange improvements require a minor relocation of the existing ramps to provide room for the two additional ramps to Highway 217. The typical section of the new ramps consists of a standard design width of 16 feet, with paved shoulders.

Under the build alternative, as presented at the hearing, S.W. 72nd Avenue would be rebuilt as follows:

S.W. 72nd Avenue would have two 12-foot travel lanes, 3-foot paved shoulders, curbs and gutters, and a 10-foot pedestrian bikeway from approximately Beveland Street to S.W. Fir Court.

In addition, there are a series of left-turn median refuges at the major intersections from the northerly relocated school access to the S.W. Varns Street connection on the south. Right-turn lanes are provided at the ramp connections and Hampton Street.

Other changes included in the proposal are:

- Relocation of the north access to Phil Lewis Grade School.
- Expansion of the intersection of Hunziker and S.W. 72nd Avenue.
- The existing Hampton Street connection would be closed and a connector street constructed.
- The existing structure over Highway 217 would remain intact, exclusive of minor revisions removing the east walkway, expansion of the west walkway, and addition of standard traffic shoulder barriers.
- Traffic signals at the north ramp access to S.W. 72nd Avenue would be provided.

PROJECT COST AND FUNDING

No Build Alternative	$ -0-
Build Alternative (presented at the public hearing)	
Construction	$ 894,000
Right-of-Way	256,000
Total	$1,150,000
Modified Design (January 1980)	
Construction	$1,072,000*
Right-of-Way	200,000
Total	$1,272,000

* Construction estimate includes approximately $186,000 for traffic signals and interconnection.

Federal Funding from Mt. Hood Transfer e(4)	85%
Local Match from the State Bond Program	15%
	100%

PREHEARING INVOLVEMENT

The draft Negative Declaration was released for distribution on November 1, 1979. Also, an Interested Parties letter to provide a project update was mailed, including a sketch map.

11-8-79	Interested Parties to elected officials announcing presentation to City Council of 12-3-79.
11-9-79	Release of Negative Declaration to elected officials.
11-13-79	Interested Parties letter to elected officials announcing the public hearing.
11-11&14-79	Printing of first legal notice in the local papers.
11-19-79	Draft Negative Declaration handed out at Citizen Advisory Committee meeting including the public.
11-19-79	News release announcing the release of the Negative Declaration.
11-21-79	Oregonian coverage of upcoming release of the Negative Declaration.
11-29-79	Interested Parties letter to elected officials, hearing reminder.
11-30-79	Tigard Times public meeting announcement.
12-3-79	Project and draft Negative Declaration presented to the Tigard City Council at a work session.
12-5-79	Tigard Times general coverage of the project.
12-6-79	Oregonian general coverage of the project.
12-10-79	News release by ODOT on the project.
12-12-79	Neighborhood meeting with information session.
12-14-79	Tigard Times general coverage of the project.
12-14&16-79	Oregonian, Oregon Journal, Tigard Times, Community Press public notice of hearing.
12-19-79	Public hearing held at Fowler Junior High School.
12-20-79	Oregon Journal general coverage of the public hearing.
12-21-79	Tigard Times general coverage of the public hearing.
12-23-79	Oregonian general coverage of the public hearing.

PUBLIC HEARING

The No-Build and Build alternatives as discussed in the environmental Negative Declaration were presented at a corridor/design hearing. The hearing was held on December 19, 1979, from 7:30 p.m. to 9:30 p.m. at Fowler Junior High School in Tigard, Oregon. Don Adams, Project Development Manager for the Metropolitan Branch of the Oregon Department of Transportation was the hearing officer.

Approximately 80 persons were present at the hearing. A verbatim transcript of the hearing was made and is attached to this report under Appendix A. All persons wishing to testify were given an opportunity. Immediately after the hearing, approximately 30 minutes were spent in an informal question and answer session.

HEARING TESTIMONY

Of the 80 persons present at the hearing, 30 persons gave oral testimony on the project. Three petitions containing 126 signatures were submitted at the hearing. In addition, as of December 31, 44 letters offering written testimony of concerns and positions on the project were submitted.

Some persons offered both oral and written testimony, and signed a petition; their preference would be tabulated more than once in the following summary.

ALTERNATIVE PREFERENCE SUMMARY

ITEM	BUILD	NO BUILD	NO PREFERENCE
Oral Testimony	12	15	3
Written Testimony . .	33	9	2
Petitions*	0	126	0

* Two petitions containing 70 signatures total, stated:

'We the residents of N.P.O. #4 are opposed to the building of S.W. 72nd Avenue Interchange for the following reasons:

1. We feel the industrial area of the Tigard Triangle will be adequately served by the existing I-5, 217 and the new Haines Road-I-5 interchanges.
2. We are concerned that additional traffic brought into our residential area by this interchange would adversely affect our air quality, safety of the children attending Phil Lewis School and Friends Nursery School.'

* A petition containing 56 signatures stated:

'As residents and occupants of the Rolling Hills area we, the signers of this petition are opposed to the proposed S.W. 72nd Avenue/ Highway 217 Interchange project.'

PAST HEARING ACTIVITY

The Draft Hearing Study Report was submitted to the Tigard City Council, and was discussed at a study session of the Council on January 21, 1980.

The City Council on January 28, 1980, at a regular Council meeting, recommended forwarding of the modified design (see exhibit A, page 13) with the addition of landscaping and current traffic data. (See Appendix B for City Council resolution 80-07).

SUMMARY OF WRITTEN/ORAL TESTIMONY AND RESPONSE

Concern: Oral and written testimony of 24 persons, plus signatories of the petitions, expressed concern over noise impacts.

The build alternative will adversely impact the residential areas with an unacceptable level of noise because of the relocation of existing traffic streets and traffic patterns, coupled with increased traffic. Noise mitigation measures are requested.

Response: The Draft Noise Study Report did not recommend noise mitigation for the four residences impacted by noise. The modified design, recommended by the Tigard City Council, does not further impact these residences. The residence east of 72nd Avenue and north of Varns Street is zoned commercial and plans are being drawn to convert from residential. The centerline of S.W. 72nd Avenue has been shifted away from the two residences west of 72nd Avenue approximately five feet.

Concern: The build alternative will cause an unacceptable increase in air pollution due to increased traffic, A concern for air quality issue was voiced by 24 people in written or oral form and signatories of the petitions.

Response: A preliminary review of the project by DEQ found that the project would probably be consistent with regional air quality guidelines.

Concern: The principal of Phil Lewis Elementary School, and an administrator of the Friends Church Kindergarten, testified concern for safety of school children within the project area. They were supported by numerous persons giving oral or written testimony and by signatories of two petitions.

The proposed Hampton/Gonzaga connection is opposed for the following reasons:

1. Required relocation of the north access to Phil Lewis Elementary School.
2. Increased traffic in the school area.
3. Caused a pedestrian/traffic conflict for pre-schoolers to the kindergarten.
4. Reduced sight distance for buses entering school area from the south.

-One person was opposed to the connection because it causes an intrusion on a protected residential area.

-Two persons were opposed because of right-of-way requirements.

-Two persons were opposed because of possible disruption of a drainage area.

Response: A modified design is being advanced which would eliminate the need for the Gonzaga/Hampton connection by using Hampton Street as a major traffic collector. This revision would comply with the street system in the comprehensive plan and eliminate other conflicts as listed in 1-7 above. S.W. 72nd Avenue north of Hampton Street would be the same under Build or No Build in this case.

Concern: The Hunziker/72nd Avenue intersection is too wide for safe pedestrian crossing.

Response: Under the modified design, the street opening width has been narrowed, traffic signals, painted cross-walks and pedestrian signals have been included.

Concern: A majority of the oral/written testimony and two of the petitions appear to support the following concern:

Traffic signals are needed at the four major intersections for the following reasons:

1. Pedestrian safety.
2. Side street access.
3. Traffic control.

Response: The modified design proposes traffic and pedestrian signals at the following locations within the project limits:

1. South ramp terminals and Varns Street intersection on 72nd Avenue to be interconnected with signals at Hunziker and S.W. 72nd Avenue.
2. The north ramp terminals on 72nd Avenue to be interconnected with signals at Hampton Street on S.W. 72nd Avenue.

The signalization of the north ramp access and Hampton Street are warranted based on predicted volumes. The signalization of the south ramp terminals and Hunziker Street do not meet warrants until 1990 to 1996 based on traffic volumes, however, the accident rates for the first six months of 1979 appear to warrant signals.

Concern: Due to predicted traffic increases on S.W. 72nd Avenue, a sidewalk/bikeway should be built from Phil Lewis School to 99W.

Response: While the concern is probably justified, the area suggested is outside the scope of the project and falls under the responsibility of the City of Tigard and Washington County.

Concern: S.W. 72nd Avenue should be improved, including a bikeway/sidewalk south of Highway 217 to Bonita Road.

Response: This is outside the scope of the project, however, a local improvement district (LID) is being formed to upgrade this segment of S.W. 72nd Avenue and should address this concern.

Concern: We feel the area is adequately served for residential and commercial traffic. Following are some alternatives suggested:

1. Remove truck traffic from S.W. 72nd Avenue.
2. Make 72nd Avenue a dead end just north of the Highway 217/72nd Avenue interchange.
3. Require businesses to initiate carpooling and mass transit.
4. Construct a new full interchange to I-5 at Bonita Road, south of the residential areas.
5. Change land use plan to eliminate increases in commercial traffic.
6. Construct an access to residential areas other than to 72nd Avenue.

Response: Numerous alternatives within the scope of the project were considered during the project development phase. The alternative presented at the hearing was forwarded as the only feasible alternative within the scope of the project. Other than the elimination of the Hampton/Gonzaga connection shown in the modified design, other design changes are not feasible or are outside the project scope.

Selection of a No Build would allow an opportunity to discuss ideas as suggested in 1-6 above, using a different funding source.

Concern: Provide a signalized pedestrian crossing of 72nd Avenue at the elementary school.

Response: The existing crossing near Gonzaga Street, under the modified project design, would now fall outside the construction limits; however, a signalized crossing will be available for school children and pedestrians at Hampton Street.

Concern: The proposed project is designed to favor commercial development and traffic without concern for residential persons.

Response: The project as modified, is designed to accommodate both residential and commercial traffic predicted for the area, also it provides improvements for the pedestrians in the area, not included in the existing setting.

Concern: Residents in the area of the Hampton/Gonzaga connection, where right-of-way takings were proposed, objected to encroachment onto their properties.

Response: The modified project design has reduced right-of-way requirements significantly in the area of Gonzaga Street (that connection is eliminated) and along 72nd Avenue east and north of the Highway 217 ramps. Right-of-way along 72nd Avenue between Hunziker and Varns Street has been eliminated and in front of the Phil Lewis School, on 72nd Avenue, construction of the bikeway/sidewalk will only require a slope easement.

Compensation for any right-of-way required for the project and the procedures have been covered in the hearing presentation by Ken Rolfe.

Concern: Save the trees on the west side of S.W. 72nd Avenue, south of Highway 217.

Response: Under the modified design, through shifting the alignment of S.W. 72nd Avenue slightly to the east, the blue spruce trees between Hunziker and Varns Street will not be impacted. The large trees south of Varns Street and north of S.W. Fir Court on the west side will not be impacted, however, future widening of 72nd Avenue, possibly under a LID may require removal of some.

Concern: The proposed location of the south ramps to and from Highway 217 will encourage traffic into the Varns Street neighborhood area.

Response: The City of Tigard, by resolution, has closed Varns Street to through traffic. Under the proposed project, standard signing will be placed at the Varns Street intersection with 72nd Avenue to reduce the chance of this occurring.

Concern: Preserve the existing trees in the area south of Highway 217 and north of Varns Street on the east side of S.W. 72nd Avenue.

Response: Current development in this area has eliminated a large number of trees that were existing at the start of the environmental study. If a build alternative is selected and right-of-way is purchased for the new ramp locations, clearing will be held to a minimum to preserve as many trees as possible. Once the ramps are constructed, the land will belong to the public right-of-way and existing trees remaining may be preserved.

Additional screen planting can be included in the project where right-of-way allows and to the extent designated by the City of Tigard as practical.

Concern: The proposed project may adversely affect the drainage problem in the area between Gonzaga Street and Hampton Street on 72nd Avenue.

Response: The modified project will not require any construction in this area, except for minor widening of S.W. 72nd Avenue. The existing drainage system north of Hampton will be improved under the project, and the outfall ditch on the school property will be revised and a culvert put in to eliminate erosion problems. In addition, the curb and gutter with storm sewer system proposed, should eliminate roadbed runoff onto private right-of-way.

Concern: Several persons from NPO #4 expressed concern about the term 'conversion unit' in the environmental document, and the implication that the total area north of Highway 217 would convert to industrial/commercial in the near future. Several persons testified that the existing residential areas north of Highway 217 would be preserved.

Response: The comprehensive plan for the land area north of Highway 217 designates the various types of future development approved for this area. Historically, development trends in the area support the scenario portrayed in the environmental document. However, even assuming the existing residential areas do not convert to industrial/commercial, the remaining land areas undoubtedly will continue to develop according to the current land use comprehensive plans.

MODIFIED PROJECT DESIGN

The design of the Build alternative presented at the public hearing, has been modified to reflect many of the concerns expressed at the public hearing. The modified design (see exhibit A page 13), conforms to the project goals and is consistent with Tigard's comprehensive plan. Following is a brief description of the modified design.

The revised beginning point is approximately Gonzaga Street on the north, instead of Beveland Street, and on the south S.W. Varns Street is the ending point instead of S.W. Fir Court.

- Connect Hampton Street to S.W. 72nd Avenue as the collector street and eliminate the proposed Hampton/Gonzaga connection.
- Provide left turn refuges for Hampton Street and the previously proposed left turn refuges at the north ramp access, Hunziker Street, the south ramp access and Varns Street.
- The bikeway/sidewalk is to be extended from its approximate existing beginning at the grade school parking lot, to approximately S.W. Varns Street.
- Provides traffic signals and pedestrian signals at Hampton Street and traffic signals at the north ramp access, with interconnection.
- Provides traffic and pedestrian signals at Hunziker/S.W. 72nd Avenue interconnection with traffic and pedestrian signals at the south ramp access and Varns Street.

SUMMARY OF CONCERNS

The following concerns relating to the build alternative, as presented at the public hearing, have been reduced or eliminated with the modified design being advanced.

1. Pedestrian crossing of S.W. 72nd Avenue near Phil Lewis Elementary School.
2. The crossing distance at Hunziker Street.
3. Relocation of the north access to Phil Lewis Elementary School's parking lot.
4. Increased traffic in the school area due to the Hampton/Gonzaga connection.
5. Intrusion into a protected residential area, right-of-way requirements and residential displacements from the Hampton/Gonzaga connection.
6. Disturbance of a residential drainage area.
7. Right-of-way requirements south of Highway 217 on the west side of S.W. 72nd, and removal of trees.
8. Traffic and pedestrian signals at major intersections.

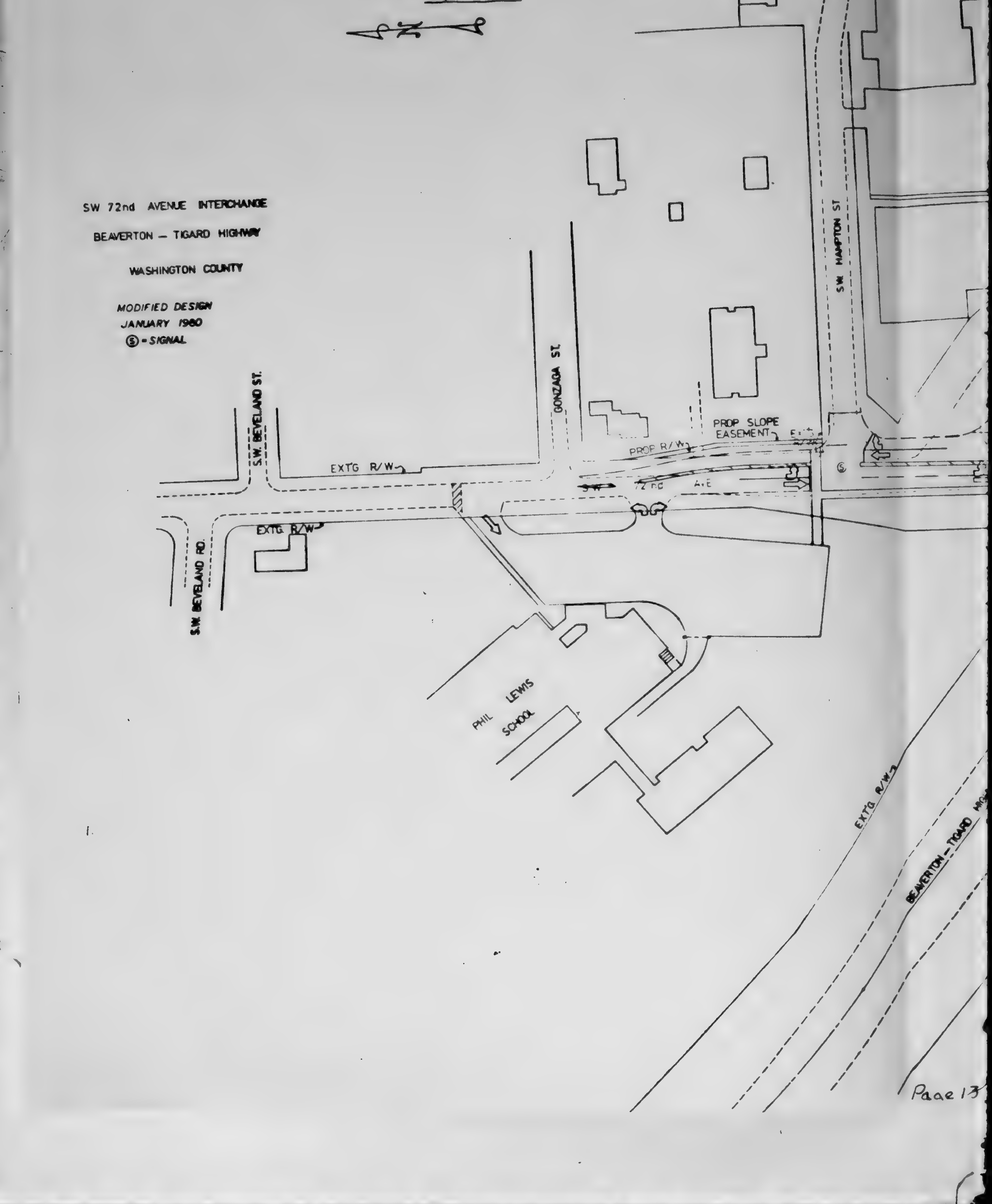
CONCLUSION

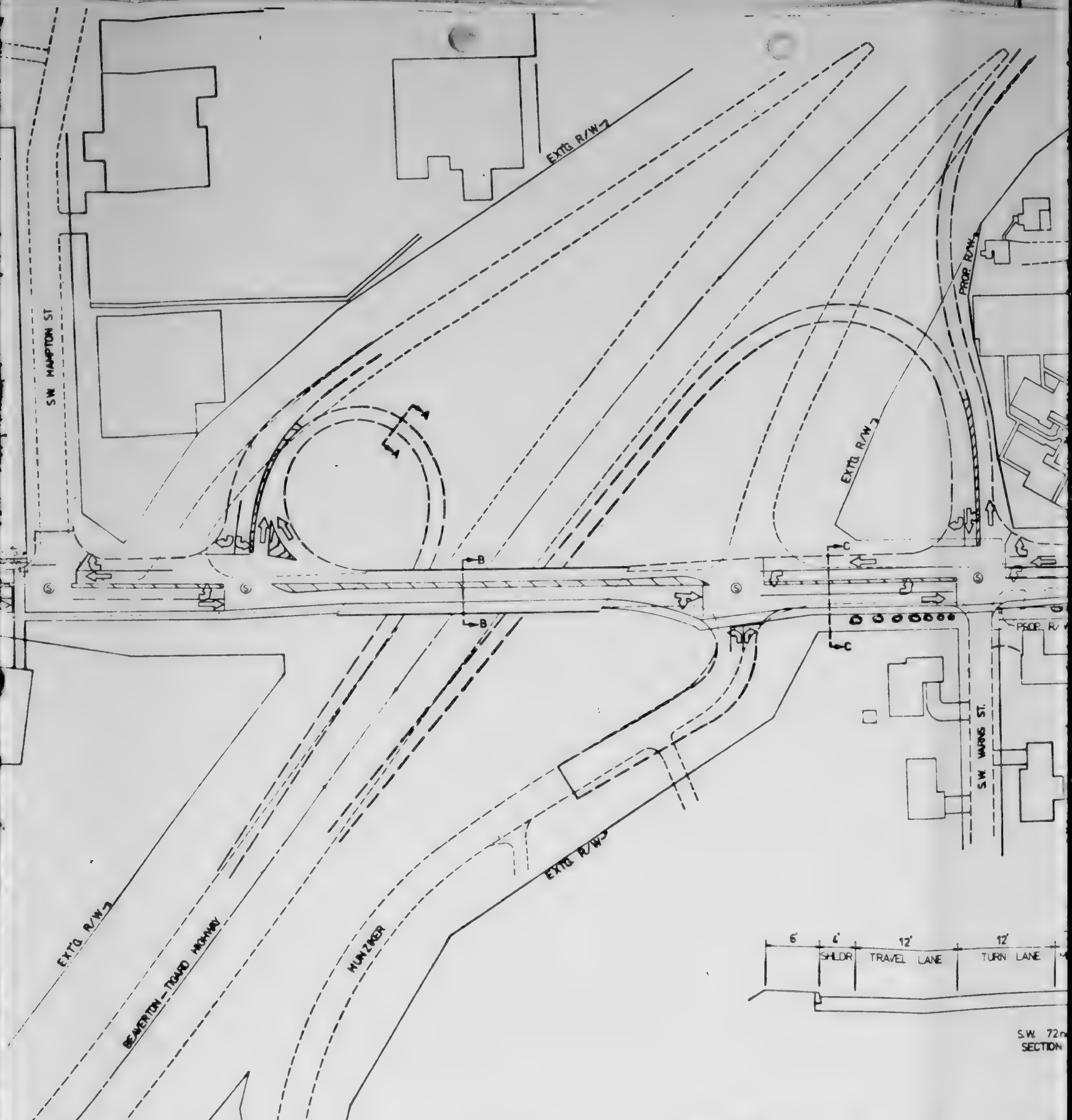
The modified design meets the project objectives and is consistent with the City of Tigard area needs in serving its community with a safe, efficient transportation system.

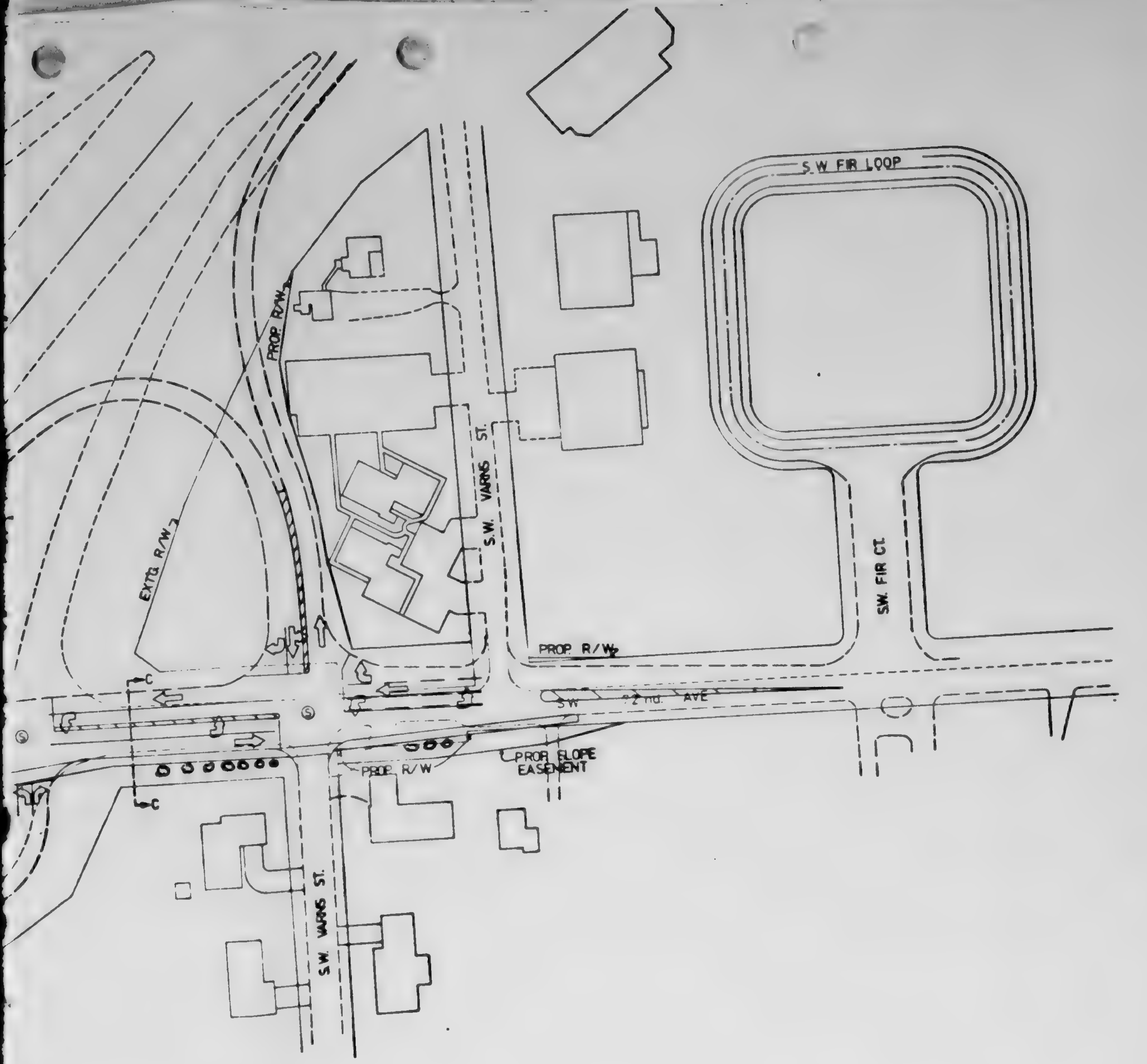
The Build alternative modified responds to or eliminates many of the public concerns expressed at the public hearing on the project.

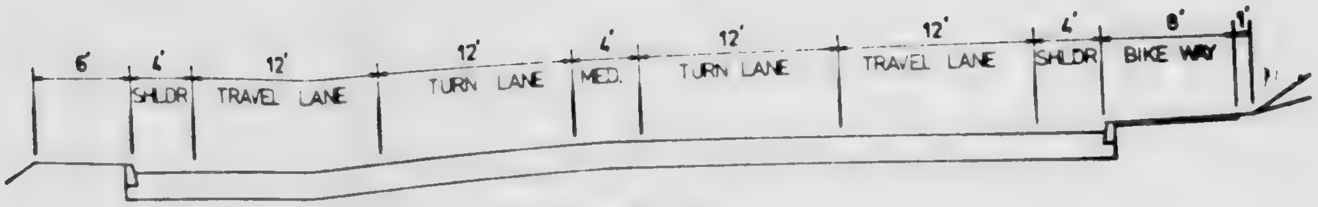
The primary change in the modified design is the elimination of the Hampton/Gonzaga connection, thus reducing traffic in front of the Phil Lewis School. Signalization is included for both ramp terminals for improved traffic and pedestrian safety.

Exhibit A

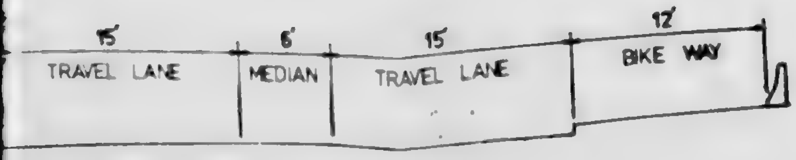

SW 72nd AVENUE INTERCHANGE
BEAVERTON – TIGARD HIGHWAY
WASHINGTON COUNTY
MODIFIED DESIGN
JANUARY 1960
Ⓢ = SIGNAL
S.W. BEVELAND ST.
S.W. BEVELAND RD.
GONZAGA ST.
SW HAMPTON ST
EXTG R/W
EXTG R/W
PROP R/W
PROP SLOPE EASEMENT
SW 72nd AVE
Ⓢ
PHIL LEWIS SCHOOL
EXTG R/W
BEAVERTON – TIGARD HIG


EXTG R/W
S.W. HAMPTON ST
PROP. R/W
EXTG. R/W
B
B
C
C
PROP. R/W
S.W. VARNS ST.
EXTG R/W
EXTG. R/W
BEAVERTON-TIGARD HIGHWAY
HUNZIKER
6'
6'
12'
12'
SHLDR
TRAVEL LANE
TURN LANE
S.W. 72n
SECTION
15'
6'
15'
12'
TRAVEL LANE
MEDIAN
TRAVEL LANE
BIKE
OVERCROSSING
SECTION B-B

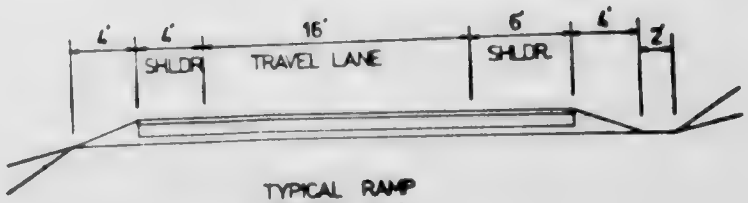




S.W. 72nd AVENUE
SECTION C-C



OVERCROSSING
SECTION B-B



TYPICAL RAMP
SECTION A-A

APPENDIX A

HEARING TRANSCRIPT

WRITTEN TESTIMONY

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

December 19, 1979
7:30 p.m.

Fowler Junior High School
10865 S.W. Walnut Street
Tigard, Oregon

RE: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
City of Tigard
Washington County

MR. DON ADAMS: Good evening ladies and gentlemen. It's 7:30 and I'd like to call this formal hearing to order. This hearing is being held in conformance with the Oregon Action Plan to consider design proposals and related economic, social and environmental impacts on the completion of the S.W. 72nd Avenue Interchange and related improvements on 72nd Avenue.

The Oregon Department of Transportation has prepared an environmental document called a Draft Negative Declaration. It was released for public review and comment on November 1, 1979. The testimony received at this hearing will be considered by the City of Tigard and the Oregon Department of Transportation in selecting one of the project alternatives. Testimony will also be incorporated into the Final Negative Declaration after an alternative is chosen.

No commitment has been made by the City of Tigard, Washington County, the Oregon Department of Transportation or the Federal Highway Administration on the proposed designs that are being presented here tonight. However, it should be known that by resolution, the City of Tigard in February of 1977, expressed support of the proposed project.

My name is Don Adams, I am Project Development Manager for the Metropolitan Branch of the Oregon Department of Transportation. I will be serving as the hearing chairman tonight. I will be assisted by Oregon Department of Transportation staff members Ken Rolfe (on my left), who is the Region I Right of Way Supervisor; and Ron Kleinschmit (on my right), who is the Project Coordinator. There are also other members of the department staff in the foyer to assist you in reviewing the plans if that is necessary. Also here tonight are members of the Tigard City staff. (There were approximately 82 other persons present.)

This hearing is being taped so that a verbatim transcript can be prepared. This transcript will be available for public review in January.

As you entered the room tonight there was a table in the foyer where informational handouts and brochures were available. Also at that table is a small card (like this) to be filled out, indicating whether or not you would like to testify. If you did not pick up a card and wish to testify, please raise your hand and I will have a card supplied to you. Anyone? These cards have been numbered in numerical order and when I call for testimony, you will be called in numerical sequence. If you want a copy of the transcript of this hearing, there is a box on this card that should have been checked. If you did not so make a check mark or missed that opportunity, come back up here after the hearing and we'll get you registered for a copy of the transcript.

As I stated earlier, the City of Tigard has supported the proposed project, and with the support of Washington County, was successful in obtaining funding in February 1977 through the Columbia Association of Governments now known as the Metropolitan Service District (MSD/METRO). The primary goal for the proposed project is improvement of access to the area known as the Tigard Triangle (an industrial and commercial area) to and from the west on the Beaverton-Tigard Expressway to S.W. 72nd Avenue.

Funding for the project would be 85% Federal Funds to be drawn from the Mt. Hood Freeway Transfer Funds and 15% local match to be drawn from the State Bond Funds.

Project cost is estimated at $1,200,000 for construction and right-of-way acquisition. This cost is in 1980 dollars.

We have a 24-member Citizen Advisory Committee which has been working on the project. The Committee has advised ODOT on the concerns and needs of the community, and has also reviewed the numerous alternatives once proposed and those currently proposed.

I would like to have Ron Kleinschmit, the Project Coordinator, now describe the design features of the proposed build alternative that was finally evolved out of the many alternatives that were considered. Ron.

MR. RON KLEINSCHMIT: Thank you, Don. There are two proposals presented at this hearing tonight.

A No Build Alternative which proposes no improvements, expenditures of funds or changes in the existing conditions (by law, the No Build Alternative must be considered in comparison with the Build Alternative), and the Build Alternative which is also discussed in the environmental document.

Under the Build Alternative the major purpose or goal is completion of the interchange to four ramps allowing improved access to and from the Beaverton-Tigard Expressway and S.W. 72nd Avenue.

As part of this improvement, further improvement of S.W. 72nd Avenue is necessary to handle increased traffic generated by the addition of the ramps, and to provide pedestrians and bicyclists a safer facility.

Basically, the proposed interchange improvements require a minor relocation of the two existing ramps to make room for two additional ramps and the typical section of those ramps would be a 16-foot paved surface with shoulders, rock slopes and also a ditch section in the cut areas.

The typical section of S.W. 72nd Avenue (shown in yellow) is two 12-foot travel lanes, 3-foot paved shoulders, curbs and gutters and a 10-foot pedestrian/bicycleway from approximately Beveland Street on the north to S.W. Fir Court on the south.

Also included are left-turn refuges at S.W. Varns and the south ramp access, S.W. Hunziker, the north ramp access, Gonzaga and the northerly approach to the Phil Lewis Grade School. Also, there are two through right-turn movement lanes provided for the north access to the ramps and Gonzaga.

Other changes included in the proposal are:

- Relocation of the northerly access to Phil Lewis Grade School, and

- Expansion of the intersection at Hunziker Street.

- The existing Hampton Street would be closed and a new access between Hampton and Gonzaga to 72nd Avenue would be constructed.

- The existing structure over 217 would primarily remain the same with the exception of removing the two sidewalks that are on there and installing one expanded sidewalk on the westerly side. In addition to that, there is a traffic signal which would be constructed at the southerly ramps at this time.

Schedule wise we've had, in November we had a Citizen Advisory Committee meeting kind of kicking the project off again. December 3, we made a presentation to the City Council. I think many of you probably were in attendance (C.A.C. and public welcome). Tonight we had an informational session before the hearing and now the public hearing. On December 31, 1979, will be the deadline for comments to this project so that they may be included in the hearing transcript. Tentatively, we anticipate that about January 21, 1980, we will have a draft hearing study report prepared for a City Council work session and hopefully on January 28 the City Council may select an alternative, either the Build or No Build Alternative. Going on from those lists of "ifs" - if a Build Alternative is selected then we would begin the Final Negative Declaration in early February and hopefully completion in late April. Possibly right-of-way purchasing beginning then in May and an estimated contract date of January 1981. Thank you, Don.

MR. ADAMS: Thank you, Ron. Next I would like to call on Ken Rolfe, the Region 1 Right of Way Supervisor, to provide a Right-of-Way Report, including the acquisition proposed for this project.

MR. KEN ROLFE: Thank you, Don. Ladies and gentlemen, I would like to read into the record the following statement regarding right-of-way acquisition and our relocation program.

As Ron has previously mentioned, there are two alternates being considered this evening.

The No Build Alternate would, of course, not require additional right of way.

The Build Alternate would require the acquisition of about 2.2 acres of land in fee and an additional 1.4 acres in construction easements. This would include two single-family dwellings and the garage of a third which would be displaced. There are no non-profit organizations which will be affected.

An explanation of the right-of-way acquisition process is contained in the pink pamphlet entitled "Acquiring Land for Highways". (Form Rev. 12-77) These are on the table at the rear of the room. Please help yourself to them. This pamphlet covers the matters of the public hearing, the appraisal procedure, definition of market value, procedures for handling payments for property, an explanation of eminent domain procedures and the addresses of the various Right of Way Offices in the State.

The relocation program, authorized by the 1970 Uniform Relocation Act, is discussed in the blue brochure which is also at the rear of the room. ("Moving Because of the Highway?", Form No. 81-734-3772.) It explains the features of the Uniform Act. The benefits are quite numerous and include the following: payments of moving costs, replacement housing payment additives, down payment benefits, rent supplement payments, payments for incidental expenses, closing costs on the purchase of replacement housing, interest differential payments on mortgages, and also an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program.

Alternate housing is readily available. A search of the residential market reveals that an adequate number of dwellings are being offered for sale by local real estate brokers. A search of the rental market also shows a reasonable number of houses and apartments for rent. Further, studies indicate that this much housing can reasonably be expected to be available during the foreseeable future.

To the best of our knowledge the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those being acquired and they are fair housing that is open to all persons regardless of race, color, religion, sex or national origin in accordance with the U.S. Department of Transportation Order 5620.1, copies of which are also available at the rear of the room.

It is important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced or a notice to vacate has been received from the State.

The time required for right-of-way acquisition and relocation for the Build Alternate is estimated at about six months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced persons after the State acquires their property. In addition, no persons or families will be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing or have been offered adequate replacement housing available for immediate occupancy. No owner-occupant will be required to move until either he has been paid for his property or money has been deposited into the registry of the court. That is all I have Don. (Leaflets mentioned above are available at 9010 S.E. McLoughlin Boulevard in Milwaukie.)

MR. ADAMS: Thank you, Ken. As Ron mentioned, a written statement concerning the proposed project may be submitted at any time between now and 10 days following this hearing. That ending date for receiving those comments is December 31st. These statements should be submitted to R. N. Bothman, Oregon Department of Transportation, 5821 N. E. Glisan, Portland, Oregon 97213. The address is on the card above me and to my rear. These statements that are received within 10 days will be made part of the transcript for this hearing. You may also submit written statements at the hearing tonight for inclusion in the transcript.

At any time after this hearing and before final approval, all information developed on this proposal will be available for public review at the Oregon Department of Transportation office. Subject to this public review of the proposal of the S. W. 72nd Avenue Interchange Project approval from the City of Tigard and approval from the Oregon Department of Transportation, a final negative declaration will be prepared and transmitted to the Federal Highway Administration for their approval of the project corridor and design.

Copies of this Final Environmental Document will be made available at the Oregon Department of Transportation Offices in Salem and Portland and the Federal Highway Administration Office in

Salem. In addition, copies will be made available locally at the local governmental agencies and the Tigard City Library to provide maximum public access.

An informational presentation was advertised and made to the Tigard City Council and the public on December 3, 1979, at Fowler Junior High School. In addition, a brief informational session was held here this evening to discuss the proposed project and the environmental statement and related documents. There is an informational area in the foyer where ODOT personnel will be glad to answer any questions you might have, prior to giving your testimony. Any comments you wish to record should be made when you make your statement here in this room.

We have people who have participated in the design of the project, we have a Traffic Engineer back there who can respond to any of your detailed questions. It will be very difficult to respond during the formal process to specific detailed questions about the job. There is a design on the wall back there, some traffic data and these two gentlemen would be happy to answer any of your questions that you might have right now. Especially if you wanted to testify and wanted to have a clearer understanding of what the project was.

The purpose of this hearing is to receive statements from those interested in the S. W. 72nd Avenue Interchange Project. In the case of those presentations which have been prepared in written form, it is proper to hand them to me for inclusion in the hearing transcript. These presentations will be considered in the same light as oral testimony. It would be helpful if those of you who wished to testify, and have written statements, would comment on your statement and then hand the statement to me, bringing out in your oral testimony the highlights and specifics of your presentation.

I have 30 people who have indicated they wish to testify tonight. I will proceed to receive statements on the project and when I call your name, please step forward to the table in front of me where a microphone is available to receive your testimony.

I will respond to some questions to clarify facts if they will assist the speaker in making his or her presentation. However, the basic purpose of the hearing is to take formal testimony and not to debate the aspects or value of the project. If you have specific questions that you need answered about the design, before you make your statement, please contact one of my staff in the back of the room.

Before you begin your testimony, please state your name and address and if you represent an organization, give the name of the organization and then proceed with your statement. As a courtesy to those who are at the end of this long list of cards, those of you could make your testimony concise and to the point it would be helpful. And with that, I'll call on my first card. It's from Gary Reid.

MR. GARY REID: Gary Reid, 12700 S. W. 72nd Avenue, representing myself as Gary Reid and Associates, phone number 620-3521. I certainly can't support the proposed design in the area of Gonzaga and 72nd since it takes my house and my office. I'm purchasing the property on a contract. I'm conducting business from this property on a home occupation permit. My intention is to obtain a zone change and remodel existing building for professional offices.

I have five concerns:

1) Keeping my building.

2) Retaining sufficient property to allow a zone change for professional office in the remodeled building.

3) Maintaining access to and from this property which allows me to safely use the property and permits me to satisfy zone requirements for offices.

4) Retaining sufficient area for parking to warrant the square footage of the remodeled building.

5) Maintaining sufficient space for landscaping the front of the building. My first preference would be to retain the existing trees.

Possible alternate designs to abate these concerns: First with respect to saving the building.

Alternate one: Move the roadway further to the north, taking some additional vacant land to the north of existing Gonzaga and retain my building. Two: The specific questions to address on this alternative is keep the curve radius the same and realign the road from this curve to Hampton. Or reduce the radius of the curve and keep the road alignment from this curve to Hampton the way it is proposed. And this would require slight alignment of the existing Gonzaga Street.

Alternative two is reduce the radius of curve along the northwest corner of my property. This radius seems excessive when you consider it in relationship to some of the other radiuses in this intersection complex. And two, steepen the cut slopes and possibly add a low retaining wall if necessary along the front of my building.

Approach to a providing access. Alternate one: Entrance to property off of 72nd would require a left-turn access across 72nd with an exit onto Gonzaga and it could be at two points. Right now the exit is right about in the middle of your curve, you could leave it there or you could provide an easement for access for exit further to the southeast on the newly aligned Hampton.

Alternate two to access is the entrance and exit off of the realigned Hampton, probably require an easement to the southeast of the property.

Alternate three would be an entrance and exit on and off of 72nd.

With the question of the space for landscaping the front of the building, I think this could be solved by reducing the curve, steepening the slopes and maybe a small retaining wall.

In conclusion, I would support this interchange if the above concerns were satisfied and my building and office were retained. Thank you.

MR. ADAMS: Thank you. You're talking about the building up there in purple are you not?

MR. REID: Yeah, I'm the purple guy.

MR. ADAMS: Do you want to give us that? That'd be helpful. Thank you. Mr. Kip Gladder.

MR. KIP GLADDER: My name is Kip Gladder. I reside at 14755 S.W. Forest Drive in Beaverton. Phone number is 646-9303. I'm the Principal of Phil Lewis Elementary School and I'm testifying as a representative of Tigard School District Number 23J and on behalf of the students at Phil Lewis School.

Tigard School District has some serious concerns about the effect of the Build Proposal on Phil Lewis School. The District is a growing district and we have every indication that Phil Lewis School will be needed and used for many years to come. The basis for this need is in the following areas:

1) Tigard School Districts Growth - 156 students this year over last year and a projected 821 students over the next 5-year period.

2) Phil Lewis Growth - Although Phil Lewis has shown a decline in its enrollment over the past several years, this year our enrollments justified an additional classroom and we are projecting adding another classroom next year.

3) Planned Apartment Complexes - Within the Phil Lewis attendance area, the City of Tigard has informed me of the probability of three to four hundred apartment units being developed over the next several years. This could have a serious effect on our enrollments in the future.

On page 11 of the Draft Negative Declaration, it speaks of the need for classroom space in the neighborhood declining and the school likely being closed. This is false information. As a School District, we have every intention of keeping Phil Lewis School open and in protecting it as a learning center for the children of Tigard. We have no plans to relocate the school. Tigard School District needs the classroom space at Phil Lewis and will need it in the future.

Our concerns about the Build Proposal are centered around noise impacts and the safety of the children coming to and from school. I'd first like to speak to the noise impact.

During the past two years, we have noticed a marked increase in the noise levels at Phil Lewis School. This has been particularly noticeable on the playground and in the classrooms when it is necessary to have the doors or windows open. Whether there is a Build or No Build recommendation, we have concerns about present and future noise pollution at the school.

With the Build Alternative we look for an increase in the truck traffic going west. These vehicles using the westbound on-ramp will be accelerating as they pass the school. I have reviewed the noise study report prepared on the measurements taken at Phil Lewis in August and September of 1977. At that time, one of the rooms tested was right at the Federal design noise level limit of 52dBA with the windows open. A portion of the playfield was also close to the exterior limit.

I believe that the traffic has increased substantially above what was predicted and that the noise study report done in 1977 is outdated and needs to be redone. Current noise tests both on the playground and in the classrooms are needed. The impact of noise on the school might necessitate mitigation in the future.

Next I'd like to speak in the area of safety. The Build Alternative calls for a relocation of the entrance to Phil Lewis, the re-routing of traffic from Hampton to Gonzaga, and the widening of the entrance of Hunziker onto 72nd. These changes will cause several safety related problems.

First, we have 20 students (mostly 5 and 6 year olds) who cross 72nd from the Friends Day Care Center to attend school daily. The relocation of the school entrance, coupled with the traffic being re-routed from Hampton to Gonzaga makes the present crossing area unsafe. Students would not only have to cross 72nd, but also the entrance to the school. This would all be done within 75 feet of Gonzaga Street. Moving the crosswalk to the north end of the entrance would cut down visibility of the crossing area from the school and also make it dangerously close to a blind curve north of the proposed entrance.

Number two, we feel that school buses traveling north and turning into the new entrance would also be in danger of being struck by southbound traffic coming around the curve mentioned before. Cars regularly travel this area in excess of 45 M.P.H. and the stopping distance is tight from the place where the bus could be seen until a car could stop.

With the rerouting of traffic from Hampton to Gonzaga, we look toward seeing more traffic congestion around the exit from Phil Lewis' parking lot. Gonzaga and our exit are only offset by about 30 feet.

We also have several students who walk or ride bicycles to school from the Rolling Hills development. The proposed widening of Hunziker will increase the span that they have to cross to get to school. This is a safety hazard now, and I believe a wider space cross will make it more dangerous.

Presently we have a sidewalk that borders the entrance to Phil Lewis. The new entrance doesn't show a sidewalk. This would necessitate walking on the entrance itself.

I might comment that in different maps that I've seen some show a sidewalk and some don't. And so I guess I can't really tell whether that is planned or not.

The current Build Proposal is unacceptable to Tigard School District for the reasons I have stated. Our concerns are serious, and we feel the Build Proposal will negatively effect the safety and environment of our students.

If the Build Proposal should be approved, I believe the concerns we have need to be addressed and solved. We would expect the following to be considered:

1) Additional noise tests at Phil Lewis School, and mitigation measures if necessary.

2) A sidewalk be built that runs the length of the entrance driveway.

3) Measures to be taken to increase visibility of the entrance to the school for southbound traffic.

4) A safe way for students to cross 72nd to and from Friends Day Care Center, i.e: overhead crosswalks, signalization.

5) Signalization at Gonzaga and 72nd to enhance the exit from Phil Lewis School.

6) Signalization at Hunziker and 72nd to aid student crossing.

In closing I would like to re-emphasize that Tigard School District plans to continue operation of the Phil Lewis School for many years to come. Any proposals or future plans need to take into consideration the impact on the school and the welfare of its students.

MR. ADAMS: Thank you very much. There is a sidewalk on the west side.

MR. GLADDER: Tonight when I came I saw one plan that had it on and I'd not seen any before that. I'd heard it mentioned.

MR. ADAMS: Do you want to leave that with us? Thank you. Mr. Robert W. Goodwin.

MR. ROBERT W. GOODWIN: My name is Robert Goodwin and my address is 2700 N.W. 185th Avenue, Portland. My phone number is 645-4478. I am here on behalf of the Tigard Friends Church and more narrowly on behalf of the Day Care Center operated there.

The Tigard Friends Church has not taken an official position so far as the Build or No Build on this but we are greatly concerned about the safety of the children.

The previous speaker spoke, of course, to that issue and we feel very strongly about that as well. We have not only the twenty children, which he spoke of, going back and forth across that roadway everyday but there are additional children. I believe there are about fifteen more, about thirty-five are crossing that everyday.

We would like to see some provision made to provide for the safety of those children and, of course, that would apply whether we have a change in the layout there or not.

I would suggest a pedestrian-actuated traffic signal with a crosswalk freely marked or the overhead type of walkway which would probably be safer, of course, for the children. But in any event there needs to be taken into consideration the very hazardous conditions which exist there and some provision made for caring for the safety of these children.

MR. ADAMS: Thank you very much. Did Florence Archer wish to testify?

INAUDIBLE.

MR. ADAMS: Thank you. Mr. Takahashi, did you wish to testify? I have a card with no indication.

MRS. S. TAKAHASHI: We would just like to support the Principal's statement.

MR. ADAMS: All right, thank you. I have a card, Mr. E.H. Honea? Okay. Is that H - O - N - E - A? Okay, that's good.

MR. E.H. HONEA: My name is E. H. Honea. I represent Rusco Building Products at 8015 S. W. Hunziker. I'm going to confine my remarks to 72nd and Hunziker as our place of business is on Hunziker and that's the thing we're most concerned with.

We have very grave concern for public and personal safety, as well as smooth and efficient traffic flow under existing conditions. Therefore, we are in support of the Build Alternative. 72nd and Hunziker today, at noon and quitting time was very, very hazardous. Traffic moves fast both ways on 72nd and backs up for blocks at these busy times on Hunziker. As in most situations where people have to wait, a lot of people get restless and as they get restless, they get reckless. And I pass this way two to four times a day and have seen several very near accidents already.

We would like to suggest that lighting, traffic lights be considered for the Hunziker access to 72nd under the Build Proposal and we would further like to request some immediate action be done because we think the danger is now. And it doesn't have to wait two years.

MR. ADAMS: All right.

MR. HONEA: Thank you.

MR. ADAMS: Thank you very much. Mr. and Mrs. Don Stewart.

MRS. LOUISE STEWART: I'm Louise Stewart. I live at 11990 S. W. 72nd. My phone is 620-2227. I have lived on 72nd for 15 years and I have seen the increase of traffic and speed of traffic and the increase of danger to the children. I am very much in support of the stand from the Tigard School District and also the danger to the children that have been on that street. I have been there and I have watched it. And I want to voice my opinion that I am against this building of this on 72nd.

MR. ADAMS: Thank you very much. Arden P. Manning.

MR. ARDEN P. MANNING: My name is Arden P. Manning. I reside at 1106 N.E. 173rd Avenue in Portland. I work for and represent Gerber Legendary Blades. It is located at 14200 S. W. 72nd Avenue.

We would like to state that we strongly support the project and feel that we're beyond the point of deciding whether or not the project should be gone ahead with. Merely, we should decide which way we should go.

We've seen the development and the future developments that are planned over - have been there for 14 years and feel that and - we too strongly feel, have strong feelings about the public safety and congestion in the area and feel that with proper traffic signals and lights and proper sidewalks we can have that safety.

It is our understanding and strong belief that no significant change in traffic volume will really occur as a result of this project. We plan to stay in the area regardless of whether the project goes ahead and I assume that most other businesses will do that. The traffic will be there. It is our duty to make it as convenient for our people and as safe as we possibly can. I think proceeding with the project will insure that.

MR. ADAMS: Thank you very much. Mr. Chet Larter.

MR. CHET LARTER: My name is Chet Larter. I live at 7065 S. W. Beveland. My phone number is 639-4375. I wish to submit a petition with signatures. We the residents of N.P.O. #4 are opposed to the building of the S. W. 72nd Avenue Interchange for the following reasons:

> We feel the industrial area of the Tigard Triangle will be adequately served by the existing I-5, 217 and the new Haines Road - I-5 interchange.
>
> We are concerned that additional traffic brought into our residential area by this interchange would adversely affect our air quality, and the safety of the children attending Phil Lewis School and Friends Nursery School.
>
> And I have 58 signatures from the residents of - that is not a complete N.P.O. #4, that's a portion of the N.P.O. #4. (Original petition on file in Commission's Files, Salem.)

I'd also like to take exception, Mr. Chairman, to your comment, or classification of the Tigard Triangle as an industrial-commercial area. There are approximately 160 homes within the Tigard Triangle and we are homeowners, that is our residence and we're strongly concerned with that area as a neighborhood not just a commercial-industrial area. Thank you.

MR. ADAMS: Thank you Sir. I'm having trouble reading names. Richard A. Gerger? Gorger? G - O - R - G - E - R?

MR. RICHARD A. GORGER: Yes.

MR. ADAMS: Thank you.

MR. GORGER: My name is Richard A. Gorger. I live at 13235 S. W. 72nd. My phone number is 620-8514. And I'm totally in favor of the project. I live on the corner of 72nd and Varns. The traffic buildup is coming, the more development that happens the more traffic we're going to get. It should have been done when the freeway overpass was made. It should have been a full interchange but since it wasn't I think we should do it now. But I do think that it should have every safety factor that we can think of for the children in the area. And basically that's all I have to say.

MR. ADAMS: Thank you very much, Mr. Gorger. Lois Larter.

MRS. LOIS LARTER: I'm Lois Larter at 7065 S. W. Beveland. INAUDIBLE.

MR. ADAMS: All right. Thank you. LaValle Allen.

MR. LaVALLE ALLEN: LaValle Allen, 7540 S. W. Hermoso Way, Tigard Triangle, member of N.P.O. #4 and also the Citizens Advisory Committee for this interchange. I'm not representing N.P.O. #4, the N.P.O. #4 has not taken a stand for or against this interchange as an official body. I'm representing myself as a citizen of this area at this time.

I would like to make clear for the City Council that when we were put on this Committee and asked to make recommendations that we were given the No Build and to pick an alternative for the 72nd Interchange only. We did not consider any other alternatives for the traffic situation in this area. I firmly believe that there are other and better solutions to the traffic situation that we have and the one that is coming up in this area.

I would also like to point out some glaring mistakes and discrepancies in your Negative Impact Statement.

On Page 7 in the population characteristics, you state that population growth has ceased because the land use planning has changed. It has changed, there may not have been any building going on, but there will be building for residences in the future. Within the N.P.O. #4 Plan there was medium density housing allowed in that area. The City came back to us and said that this had to be raised to high density to meet the LCDC requirements and therefore we had to allow for high density residential apartments within the Triangle area.

So this ties right in with the testimony given by the school that the population will not decrease within the Triangle but is more apt to increase and the need for the school will increase rather than decrease and allow for closing of the school.

On Page 8 in the land use planning, your statement states that many of the homes within the Triangle are owned by developers and are currently being rented. I cannot speak for the entire Triangle but I can speak for the so-called Conversion Zone 5 and Conversion Zone 6 which are the closest ones within the Triangle to the proposed interchange. Conversion Unit 5 which contains approximately 24 homes, there are approximately five rentals and one business and another one that is of questionable status. It looks like a business but it's supposed to be a residence. In Conversion Zone 6 there are 30 homes and they are all privately-owned and lived in by the owners. There are no rentals within it.

On Page 7, the last line states selection of the No Build Alternative would negatively impact land use planning. This to me is an opinion only. I feel that my opinion and other residents within the area is as valid as anyone elses and we do not feel that it will, the No Build will create a negative impact on the land use planning. Because of the time and effort put in by the citizens working with the N.P.O. #4 and a Planning Commission to come up with the plan that we did and to allow for the eventual conversion to the proposed land uses in the future and we did not - N.P.O. did not feel that this would be an immediate conversion. We feel that even if you put the interchange in this is a long time in the future. There's too many of these homes that are of high grade homes and the people are just not ready to leave that area and relocate.

We also - I also had the concerns about the school and I wholeheartedly back the School District's concerns in this area.

On Page 12 you state that the No Build Alternative would not improve access for emergency services. Nor would the Build Alternative improve emergency access to this area in my mind because of the positioning of the emergency, the fire department and the emergency units, there is no need nor way that they would be using 217 or the freeway to gain access to the Triangle area. They would continue along the same routes that they use for access into the Triangle area at this time.

I'm concerned on Page 17 about the air quality having been involved in this from the beginning when DEQ said the air quality was too high and at that time I thought it was dropped and dropped for good. It has come back up but you state here that the emissions are nearly identical for both Build and No Build Alternatives. I do not understand how this can be. If we're going to increase traffic within that area by allowing easier access then we're going to increase our pollutions in the area and this is of concern to all of us within this area.

And along with this, you state on Page 19 that there will have to be a request submitted for an exception to noise design standards from the Federal Highway Administration. I, and the residents that live in this area, do not feel that the need is so great at this time that if we have to ask for environmental exceptions that this should be built. There are other alternatives that could be explored for access in and out of that area for the businesses that find it necessary. Thank you.

MR. ADAMS: Thank you. About all I can comment on is that we'll take all those things into consideration in redoing the Final Negative Declaration. Part of the air quality situation is that air quality doesn't just stay where the car is, it kind of blows around with the air currents and if you look on Page 6 under Table 1 the average daily traffic comparisons between the Build and No Build in 1996 you see that the only real significant difference in traffic numbers is on Hunziker and the new ramps. And you might be able to consider that the traffic on the new ramps will be coming off of Hunziker and the rest of the streets shall be about the same regardless of whether the interchange is built or not built. That's the conclusion that our traffic engineers came up with - which partially might explain why the air quality is about the same for either the Build or No Build. Next is Diane Allen.

MRS. DIANE ALLEN: My name is Diane Allen. I reside at 7540 S. W. Hermoso Way, Tigard. My phone number is 639-0592. I have a petition here signed by the residents down in my area which is right near Phil Lewis School and we are requesting a No Build.

We feel that this particular proposal did not take into consideration sufficient safety precautions for the children both at the Tigard Friends Nursery School as well as Phil Lewis and so we support the stand of the Tigard School District.

And I realize that there is not funding available at this time for a sidewalk or a bikepath for those of us who reside north of the Beveland area. But we've been walking in the street there for a number of years and there seems little doubt that there will be more traffic coming down that way if this proposal is implemented. And a great many children do walk along that street and it will be a greater hazard, I can't see how that would be any other way.

And then there's the problem of the air quality which seemed to have been something that the State said would not allow you to build previously and now because the young lady who did the proposal forgot to add the consideration of the State testing the motor vehicles that seemed to be the determining factor on whether or not you were going to go ahead with this proposal. Did she also take into consideration that a number of the homes previously did not use their fireplaces and wood stoves and now that will increase the pollutants in the air? And that might cause the scales to go a little more in the other direction. I think that is about all I have to say. I would like to submit this petition. (See end of transcript for petition.)

MR. ADAMS: Thank you. Mrs. Allen, I'm not sure whether our environmental statement considered the additional use of firewood in the pollution that that causes. Mr. George Guthrie.

MR. GEORGE GUTHRIE: George Guthrie, 7665 S. W. Fir, Tigard. My phone number is 639-5241. At the November 19, 1979 meeting of the Citizen Advisory Committee, a statement was presented which received the enthusiastic support of the vast majority of the neighborhood residents in attendance at that meeting.

The statement focused essentially upon our concerns that freeway noise and accidental traffic will be funneled directly down Varns Street into a residential neighborhood, that existing trees which now serve as a sound barrier between the freeway and the residential neighborhood need to be saved, that air pollution in the area will clearly suffer, that the design of the project will create a serious safety hazard for the children at Phil Lewis School, and that the proposed traffic patterns would result in a nightmare of congestions and hazards.

It also expressed our dismay that the decision-making process for the project would allow the neighborhood residents so little actual voice in the initial phases of the political process and the final decision about the project. It included recommendations that the business and industrial firms in the area be required to take measures to limit via employee car pools and other means the amount of traffic they create in the area and suggested means by which traffic could and should be funneled away from the interchange area.

The statement concluded with a strong recommendation for the No Build Option. The vast majority of the neighborhood residents in the area of the project continue to support that statement. We continue to support and recommend the No Build Option.

If, however, our recommendation is rejected and the Build Option is finalized, we ask for your specific attention to and remediation of the following concerns which we believe to be significant and not sufficiently addressed by the proposed plan:

1) The safety of the children going to and from Phil Lewis School must be addressed as the top priority item.

2) Mitigation of the noise near the residential property and especially that caused by heavy trucks - must be accomplished.

3) Signalization to diminish traffic hazards and to prevent the Rolling Hills residents from being trapped in their own neighborhood by 72nd Avenue and interchange heavy traffic flows must be planned as part of the project and be ready for use when the new interchange opens.

4) Traffic accidentally moving from the interchange into the Rolling Hills residential neighborhood must be monitored and alleviated if found to be a problem.

We are also specifically requesting that you re-examine carefully the data and conclusions concerning the air quality in the area of the project. We believe the present report is faulty in its conclusions about air quality and note that DEQ itself has had to modify its thinking quite recently since the quality of this air shed has greatly deteriorated.

In addition to this prepared written statement and I will give you a copy of that, I have one other comment. As I mentioned to Ron Kleinschmit before this meeting began appropriate placement of signals in the Gonzaga Street and Phil Lewis School area could be made to eliminate the need for a new entrance to Phil Lewis School. The result in savings of tens of thousands of dollars could be used to help pay for the signals which are greatly needed.

MR. ADAMS: Thank you, Mr. Guthrie. I probably should comment on the issue of traffic signals. Within the project limits and within the proposed project, which is funded by Federal dollars and State dollars, there are certain guidelines that we follow in establishing whether or not a signal goes in. It not only deals with the need for a signal to prevent accidents but it also deals with the issue of signals that are installed that actually cause accidents.

If you put signals in that aren't warranted, your experience of rear-end accidents and that kind of thing increase. So there's a balance and we have guidelines that have been established and we reviewed the guidelines after the Negative Declaration was written and before this meeting, and determined that a signal would be installed, could be installed, and would meet warrants at the ramp terminal on the north side of the interchange.

Beyond that, we have not gone beyond investigation of the signal at that specific location. Perhaps a pedestrian signal at the school could be installed, interconnected with the traffic signal at the ramp, but that's something that still has to be investigated. I only make this statement so you understand there are limitations on what we can do with a traffic signal. Mr. E. C. Metzger.

MR. E. C. METZGER: I'm E. C. Metzger of 13265 S. W. 72nd- telephone 639-1255, and my place is right up there on the far right - got 400 feet there of frontage on this project - and that will take out about 10 feet of it. I have no objections, I'm for it.

My subject is saving energy, like from 72nd to Tigard Interchange we run an odometer test and we run from Tigard back to 72nd and we find we save .6's of a mile going one way and coming back another .6's, that's over a mile. And if you take 100 cars in one day going that, that's over 100 miles of energy you save. That's about all I have to say unless you want to see this, what I took.

MR. ADAMS: Oh, that's fine. I believe you.

MR. METZGER: Okay.

MR. ADAMS: Thank you very much, Mr. Metzger. Mr. Donley. Taylor Donley.

MR. TAYLOR DONLEY: We have no comment.

MR. ADAMS: All right, thank you. Mr. Mike Oberhofer.

MR. MIKE OBERHOFER: My name is Mike Oberhofer. I represent the Farmers Insurance Group of Companies. Our address is 13333 S. W. 68th Parkway.

I have spoken to you in the past and to other organizations in support of better traffic access and egress in the south Tigard area, especially into and from the Tigard Triangle.

Farmers assembled a large parcel of land on the south tip of the Tigard Triangle more than ten years ago. Our insurance companies' operation occupies part of the land, but most of it is still being held for commercial development. One of the reasons for the slow development is the relatively poor access and departure from the area from Interstate 5 and from Highway 217. We have long been concerned about using the neighborhood surface streets to reach a commercial area. To put more of a load on these streets than we already have did not seem wise.

At present we have about 800 people coming to our building daily. A good percentage of them are driving from the northwest direction south on Highway 217. We believe improved access to and from that highway at 72nd Avenue is imperative.

We, at Farmers, have supported the Highway 217 - 72nd Avenue development for all of the years it has been under discussion and consideration. We support it today and urge favorable decision to make the improvement promptly.

Thank you.

MR. ADAMS: Thank you. Mrs. JoAnne Nordling.

MRS. JOANNE NORDLING: My name is JoAnne Nordling and I live in the Tigard Triangle and I've been a member of the N.P.O. #4 since its beginning about over two years ago. But I'm not representing them because we are a nonfunctioning group right now.

I live at 7105 S. W. Elmhurst, Tigard. My phone number is 639-3490.

In your opening remarks I think I heard you say that one of the basic reasons for building this interchange is to improve access to the Triangle. And so I'm going to address my opening remarks to that point because I think there's some misunderstandings about land use plan in the Triangle.

The Draft Negative Declaration written by your staff assumes that the entire Triangle area is wide open for business development. That was the sense I got from reading it. And it's an understandable error and the fault lies in the choice of the terminology used in the written land use plan. And it was a glaring error on the part of the N.P.O. members that we did not forsee the implications of the use of the term "conversion unit."

A careful reading of the policy statements in the land use plan will show that the intent was to allow business development in the Triangle while protecting the liveability of six strong residential areas and we called them conversion units, somehow that happened in the final writing and I think that was a mistake.

The Draft Negative Declaration also states that many of the houses in the Triangle are owned by developers. That may be true for areas outside the protected residential areas which are called "conversion units" but it is not true for the protected residential areas. Policy #4 provides that 75 per cent of the owner occupants must elect - must vote to change the residential status before redevelopment can occur, and that was designed by N.P.O. #4 members to provide for the continuation of liveable residential areas as one viable option.

We never decided for anyone that that option might not exist into the future, in a hundred years, we thought it very well might not. But in the meantime the people who had homes deserve to have their, both financial and liveability protected. The policy was designed to prevent the exploitation of viable residential areas by developers, and we think it's been fairly successful to that end.

My second point is that S. W. 72nd Avenue to the north of Highway 217, you know going that way, runs through five of the six protected residential areas and I understand that your projections call for a decrease in traffic loads on that street of 5 per cent, but I find that very hard to believe, that ultimately that will be the case because it seems to me that whole interchange points right down through those residential areas.

Number three, S. W. 72nd Avenue, north of Elmhurst and again going that way to Fred Meyers, has no walking or bicycle path. And I know that's not your responsibility. Pedestrian traffic is really hazardous there. There's no, there are no shoulders on that road and ultimately the increased traffic that will be opened up by the assumption that that whole Triangle is a business development area will only make it more dangerous.

The fourth point, the proposed connector street that goes there between S. W. Hampton and S. W. Gonzaga Streets cuts directly into one of the protected residential areas. The people are going to get increased light and motion through their yards and at night bright lights into their homes. And I think that's a violation of the land use plan concept for protecting liveability for the residents there.

The fifth point, the Gonzaga Connector Street and this has been spoken on, I'm going to speak on it again, it will empty traffic out directly in front of the Phil Lewis Elementary School and I, too am concerned about the children crossing there.

The community has decided to encourage a large scale apartment building nearby and that's already been spoken to. And we have developed a land use plan which provides as a viable option the continuation of liveable residential areas here. Those two things do exist and so then I think the community has the obligation to protect the existence of that school and not to assume it's going to go out, and to provide for the safety of its children.

If the Tigard City Council does decide for a Build Alternative, I hope the following steps can be taken to ameliorate the situation:

Number one, the creation of a fifty-foot wide buffer strip and that is (required by Policy #5 in the land use plan) to the east and north of the Gonzaga Connector Street. And really dense, high plantings to provide some relief from noise and from lights at night.

And number two, I suggest installation of a manually operated traffic light for the children crossing the S. W. 72nd. And if it was flashing yellow all the time it might prevent - the principal of Phil Lewis School mentioned that blind curve that's very close to that point - it might prevent someone coming and broadsiding a school bus. That's really an awkward turn they're going to have to make into the school yard.

And then I have two last suggestions that I think are necessary whether or not the interchange is built. And I think it's important the Highway Commission is aware of these also.

I think a bicycle/pedestrian path should be built from where it ends now on Elmhurst down to the Fred Meyer Shopping Center. We've got a situation, we've got protected residential areas we're going to be having more people living in apartments in the area and it really isn't safe for a child to walk to the neighborhood store or if they live further north it isn't safe for them to walk or bicycle to school.

My last point, I think serious consideration should be given to the eventual closing of S. W. 72nd near the Phil Lewis School as was envisioned in an earlier land use plan for the area. That was a plan that was put together by the State I believe. And that was their idea to protect the liveability of the neighborhoods down 72nd, to route the traffic to the east of them. All future road development, at any rate to the business areas of the Triangle need to be created with some such option of protecting the protected residential areas. Once the Haines Street Interchange is built, a real possibility exists we can then think about some other options to keep S. W. 72nd in the Triangle, mostly a residential street.

I've written a letter to Mr. Aldie Howard, Tigard City Planning Director, to request reactivation of N.P.O. #4 to begin the process of talking again about some of these things and I've enclosed a letter and added a copy to you. And I thank you and your staff for your unfailing courtesy in all the hearings that you've taken part in.

MR. ADAMS: Thank you. The issue of the bikeway on 72nd Avenue should be brought up with City staff as it's outside our jurisdiction.

MRS. NORDLING: I understand but I thought I'd put in a plug.

MR. ADAMS: If City staff reads your testimony why they'll see the "plug." Also I'm confused about "conversion units". I guess I'll have to do some research on that. I'm not sure what that is. Thank you very much. Nick Frezza.

MR. NICK FREZZA: I'm Nick Frezza, 13275 S. W. 76th, phone 620-5629.

I wish to go on record as being opposed to the Build Alternative of the 72nd Avenue Interchange. Some of the reasons for that opposition are contained in the following testimony.

The residents of the proposed project area have expressed great concern with respect to the many serious problems which are part of the proposed 72nd Avenue Interchange Build Alternative. These problems were first expressed at the Oregon Department of Transportation's Public Information Meeting held on August 11, 1977. According from ODOT's published report of that meeting some of the concerns raised were as follows:

1) Air quality and noise impacts.

2) Noise levels at residential locations.

3) Possible measures to reduce excessive noise levels in the project area.

4) The validity of traffic volume projections and land use planning data used.

5) Traffic and the following intersections to ramp terminals and Hunziker Road.

6) Investigation of further alternatives, particularily one with the least impact on residential neighborhoods.

These are just 6 of the 19 issues raised at that first meeting in August of 1977. Now some two years later there has been no attempt to establish solutions to mitigate these serious problems.

New problems have been raised. The proposed build configuration will increase the already severe rush hour traffic jams at the intersections of Hunziker and 72nd, Varns and 72nd, Hampton and 72nd and the westbound onramp.

Yet the Build Alternative offers no provision for signalization at any of these intersections. The proposed project area ends at Fir Street to the south and Beveland Street to the north. From these points on, 72nd Avenue is a poorly maintained, narrow two-lane road. Yet there is no established plan date for the improvement and widening of 72nd Avenue beyond the project limits. Also, the proposed build configuration, outlets the eastbound off ramp directly across from Varns Street, the entrance to the Rolling Hills residential area. Yet no satisfactory solutions have been established to mitigate the increased noise and unwanted, non-residential traffic through the area which will result from the proposed Build Alternative. Until these and other serious problems are resolved, the proposed 72nd Avenue Interchange Build Alternative must be rejected.

I'm not prepared to give you a copy of this. I will type it and send one to you.

MR. ADAMS: That's all right. Fine. Thank you.

MR. FREZZA: Thank you.

MR. ADAMS: David Miller.

MR. DAVID MILLER: Dave Miller, 13280 S. W. 76th, phone number 620-1155. I'm here to speak about the final page of this Draft Negative Declaration. It has to do with Department of EQ's assurance of air quality for the area.

My understanding was that this letter was two years in the making. I'm kind of concerned about its completeness being just one line, so I contacted the DEQ to ask a few questions and they supplied me with four letters that led up to this final declaration, here - the assurance of air quality. I found them quite interesting and I'd like to read part of them for the record.

The first letter is dated December 12, '78. It's written by Mr. Bothman at the Department of Transportation. It's directed towards DEQ. It reads:

S. W. 72nd Avenue Interchange Project on Highway 217 in Tigard has stalled, has been stalled for a year. Since your initial projections indicate that air quality would be indeterminate under the DEQ Implementation Plan, we have been working with your staff to try to get an answer without success. The effort is stalled and hoping that you can get a response.

The letter goes on to project - goes on to say the project is high priority in Washington County and that ODOT has formed a staff with DEQ representation to study the project.

The letter then goes on:

Our staff has advised that the prediction for air quality was indeterminate and that we should not advance the project unless the air quality question is resolved. They then state that Mr. Howard Harris, he's the co-ordinator for the project with the DEQ - he requested more information from ODOT. Basically regarding the Federal Highway's methods of predicting air quality and the traffic data submitted by ODOT.

The letter goes on: When I met with Mr. Bud Kramer of the DEQ, he agreed that your staff would ask, would not ask for additional information reviewing air quality reports but would render a "yes" or "no" decision based on the information available. I'm now asking for this kind of response.

Letter number two is from the DEQ in response to the last letter, directed towards Mr. Bothman. It's a letter of assurance that DEQ will follow with a letter of approval.

The third letter according to its author, Mr. Howard Harris, this was to be the letter that was to be included in our Negative Draft, it should have been the final page. It wasn't. It's directed to ODOT. It reads: The department has completed a review of the air quality analysis for the above-referenced project. The City of Tigard has furnished us with a copy of the latest land use plan for N.P.O. #4 and N.P.O. #5, along with the traffic assignment of average weekday volumes which were calculated by Carl Buttke and depict the street system at full development. For your information, Mr. Buttke is a private engineering consultant the City of Tigard uses on numerous occasions for similar traffic projections within the city limits.

I have a copy of his report. It states: The present traffic pattern that was determined by measuring traffic for a seven-day period on most streets within N.P.O. #4 and #5, conducting intersection turning movement counts at all key intersections within the area, to the distribution of employee travel questionnaires of certain buildings and from data developed by the Oregon Department of Transportation.

Mr. Buttke distributed 1,045 of these questionnaires to employees in this N.P.O. #4 and #5 area and he got 820 of them back that were usable. Some of the questions asked were: Where do you work and what type of building do you work, the typical work day, how do you travel to work and what time do you arrive in a typical day. On a typical day do you drive to and from lunch, how many times a day do you drive away from work except to go home, where is your home, zip code, how far do you live. In other words it's quite a complete report of traffic analysis for the area of N.P.O. #4 and #5.

All right, from the collection of data that he made he made a volume analysis for the area. Let's see. The letter goes on; The consultant's volumes on Hunziker, 72nd Avenue between Hampton, east of 72nd Avenue are considerably higher than the 1996 volumes forecast by ODOT for 1996. All right, the letter then goes on, his Department, the Department of DEQ attempted to check Mr. Buttke's figures using their own data or using his data and using ITE Trip Generation Manual which is a form of taking the land in the area and multiplying it by the traffic projected for that area. What he came up was - in the office park east of 72nd Avenue, there'd be 24,400 trip ins and in the industrial park west of 72nd Avenue there would be 4,000 trip ins and in the residential there would be 1,000 trip ins per day. The above estimate does not include the current trip ins generated by the Farmer's Insurance Group Office Building.

As a result of the above analysis, the Department believes the 1996 Build volume forecast by ODOT may be significantly underestimated. Furthermore if the residential units are converted to more intense use then the estimate of 29,400 trip ins would be low. And from that Draft Negative Declaration Page 8, it stated: Residents are gradually being replaced by commercial-industrial uses. This is expected to continue with either the Build or No Build Alternatives. But it is likely to occur more rapidly with the Build Alternatives. Therefore, the estimate of 29,400 is probably low.

It goes on to state, let's see, the land west of 72nd Avenue may be developed by 1984-85. The timing of the development of the land east of 72nd Avenue is more uncertain but given a recent rapid pace of development that has been taking place, a 20-year time frame does not appear unreasonable. The DEQ expects full development in 20 years in other words. ODOT does not. On Page 5 of this Draft Negative it states the study used in this document assumes a full development is beyond the time frame for the ITP Projections.

Okay, this letter concludes saying, assuming that you will perceive a full indirect source construction permit application the Department requests that particular emphasis be placed on OAR 340-21299-K and how that affects the resulting forecast traffic volume and speeds. Thank you for the opportunity comprehensively to review your analysis.

Well this OAR 340 it has to do with future traffic volumes in a Build Alternative with residential - you know, say the school is suppose to be displaced, the residences in the N.P.O. #4 being displaced. All right, that should be taken into consideration. It is not by ODOT. And DEQ asks as their final statement that it be taken into consideration.

The final letter is written by Mr. Bothman to the Department - to DEQ. It starts out: The Department has reviewed your letter by Mr. Howard Harris of December 21 concerning the subject project. In the letter you question the validity of traffic forecast by ODOT for the 1996 build volumes. In fact, you state they may be significantly underestimated. You also question the type of future land use scheduled to occur in the vicinity of the project and the timing of that development.

This Department must rely on the metropolitan planning organization in the interim transportation plan for land use in traffic volume on which our forecasts are based. Some adjustments of these figures are possible but wholesale abandonment of the figures is not possible.

In other words, ODOT has a format it follows to predict future traffic volumes and irregardless of the validity in our quality or quantity of outside information, they must follow that format.

Because of the air quality conclusions in our reports sent to you on August 30, 1978, are close to indeterminate for a project we do not believe that you can revise the traffic volume significantly upward and still find the project consistent with the clean air goals of the region.

That is, if ODOT accepts the DEQ's questions of their figures, this project would be No Build for air quality reasons.

The letter concludes: The Department of Transportation still believes that to proceed with this project in such an atmosphere of uncertainity is not good use of public funds. To insure against this situation we need a finding from the Department of Environmental

Quality that the project is consistent with the State's implementation plan based upon the existing traffic and land use scenario. As I requested December 12, we need a "yes" or "no" in order to proceed with this project. Your immediate attention in this matter will allow this project to proceed.

It seems pretty clear the way I see it:

1) ODOT must rely on the metropolitan planning organization in the interim transportation plan for its conclusion.

2) ODOT's own findings were close to indeterminate for the project.

3) Any acceptance of DEQ's findings would put a question on the Build Alternative.

4) To insure against this situation, ODOT rejected DEQ's comprehensive findings and requested again a simple "yes" or "no" answer. Hence we get our one liner, "yes".

Based upon the air quality analysis supporting traffic information submitted by ODOT, the project would be consistent with the State implementation plan.

It seems to me that this response was kind of, how do you say it - pushed upon ODOT, I mean upon the DEQ. The City of Tigard wants this project, so it's behind ODOT, pushing ODOT. Pass this. Pass this. DEQ I mean ODOT, then goes to DEQ and says give us a "yes" or "no" on our statistics, not on any outside information. So we get this one liner.

I believe that the Draft Negative we were given here is incomplete. I see that ODOT is kind of skirting some valid questions to the Build Alternative. I see possible alternatives to this project and I understand that to develop any of these alternatives this project has to be voted No Build.

I vote No Build.

MR. ADAMS: Just a minute. The exchange of correspondence that you saw and that you read was generated because we had a finding of possible non-conformist, what do they call it?

MR. MILLER: Indeterminate.

MR. ADAMS: Indeterminate. Okay, indeterminate on the air quality. What we asked DEQ for was an opinion, whether the air quality would or would not be determined acceptable or not acceptable. Not for a final rendering or final decision, but only enough information for us to logically advance the project or reject it totally. That was the point.

Now, still yet to be done, the next step after we get done with this is to in the process of developing the Final Negative Declaration is a requirement that we ask DEQ for an indirect source permit to proceed with the project. That permit which they have to issue is the time they formally reject the project. The project was not presented to DEQ for formal approval or disapproval. It was presented to them for an opinion because as we said we didn't want to waste the money. We waited for a year for that opinion - a normally long time even in our bureaucracy and hence the exchange the letters which got a little short.

The traffic projections are controlled by land use. Land use is controlled by the metropolitan planning organization which is MSD. If we let everybody project their own traffic numbers which was - what was happening before CRAG came into existence, then everybody projects maximum growth for every portion of the area that they're studying. Hence, there's no overall control. So if you project a million growth population, Washington County will claim it, or Multnomah County will claim it, or East Multnomah County will claim it as they project traffic and try to justify projects. So hence, we have an overall control. And that's what we're bound by, is that control in our projections. That's all, I just wanted to comment on this. DEQ still has to act on the project.

MR. MILLER: DEQ I thought acted with their comprehensive overview of the plan and they were pressured, well according to Mr. Harris - what he told me, he's the one that wrote this second to the last letter, his interpretation of Mr. Bothman's letter was I do not want a comprehensive overview, I want a simple "yes" - "no" and if ODOT has that much influence over DEQ where they can get a "yes" answer, what's to say that no matter what is found in the future that DEQ is just not going to come up with "yes". Thank you.

MR. ADAMS: Thank you, Sir. Mr. Paterson, J., I think it's J. Allan Paterson?

MR. J. ALLAN PATERSON: Gentlemen. I'm Allan Paterson, 11605 S. W. Manzanita. I'm a citizen in the City of Tigard and formerly a Washington County Commissioner, Tigard City Councilman, nine year Chairman of the Planning Commission so, you can see, I've been involved with this thing quite some time.

I'm for building it, simply because it improves the access to the area, the Tigard Triangle and the residential area in that vicinity. Certainly the interchange as it sits right now is not satisfactory; nor is it particularily safe as it is today.

I'd just like to make a couple of small points, I've already sent you a letter so I'll stick pretty close to that.

Too much public planning, overall planning, has gone into this to turn back now, to No Build, I feel. To keep planning integrity of the City of Tigard, we need to proceed. Basically it appears to me and I think to everybody when you analyze this thing, that it's the least disruptive change that could be done under the circumstances and if proper safety considerations are made in building it, I would like to see that you get on with it as soon as possible. I'm sure it will benefit the whole area, both residents and business and so on. Thank you.

MR. ADAMS: Thank you very much. Jessie K. Swanson. Just take a minute and I have, I think 10 more cards, we're on number 31 and the last card is number 64, just to give you status. If you want to bring your card. Go ahead please.

MRS. JESSIE K. SWANSON: I'm Jessie K. Swanson. I live at 7480 S. W. Varns Street. My telephone is 639-4394. And I just want to hand in a petition signed by occupants and residents of Rolling Hills area and all of these signers are opposed. They vote for No Build. (See end of transcript for petition.)

MR. ADAMS: Thank you very much. Thanks for your time. Ray Pirkl.

MR. RAY PIRKL: I think my points have been stated about 22 times already. I'm against it.

MR. ADAMS: Thank you. J. P. Petermann.

MR. J. P. PETERMANN: My name is Jim Petermann. I work at 7920 S. W. Hunziker. I represent the Georgia-Pacific Corporation Machinery Construction Division. The phone number is 620-4268. Because of the extreme traffic conditions at the 72nd and Hunziker Intersection and in either the case of Build or No Build we are recommending for consideration the immediate installation of traffic signal control at 72nd and Hunziker Intersection, that might be retained if the Build Option is completed. Thank you.

MR. ADAMS: Thank you, Sir. Neal Nulton.

MR. NEAL NULTON: I'll pass your honor. Thank you.

MR. ADAMS: Jake Gieszler.

MR. JAKE GIESZLER: Gentlemen. My name is Jake Gieszler. My residence is at 7075 S. W. Gonzaga Street. Telephone number is 639-6661.

I am a homeowner and also I have a rental which is adjacent to 7075. My only recommendation that I have, I see that the approach to - from Hampton onto Gonzaga, I believe this would create a tremendous impact - traffic impact. It's been stated however many times that there is a recommendation for possibly a traffic light there.

Gonzaga, as everyone knows, is a private street. It's a dead-end street and there's only about six residents on the street. I feel that the flow of traffic would make that area a refuge. I don't see how we could either get into our residences or get out of the area. I've experienced this many times throughout the day and there is a tremendous traffic flow off of Hampton.

Gonzaga Street is only about 600 feet. This area, I believe, it's inevitable that commercial property will be developed. I will in the very near future and speaking with other residents on Gonzaga, north and south, I will initiate a petition that the properties on Gonzaga Street will be petitioned for commercial property.

I feel it has been a very pleasant area to live in. I've lived in the area for 17 years. However, it has been in the very late years become very undesirable. We have Commerce Park on the south. We have a construction program on the street; we have other commercial buildings and N.P.O. has considered the area a buffer zone. I believe I have been that buffer zone. And I want to get out of that buffer zone. I feel that there is no better time than the present. Thank you.

MR. ADAMS: Thank you very much. Mr. Sid Reese.

MR. SID REESE: Chairman Adams, gentlemen. I'm Sid Reese. I work for Lamb-Weston at 6600 S. W. Hampton. 639-8612.

I want to say first off that I've been involved in this project or similar projects for the last 8 years. And I want to thank the people back in 1970 and 71 that developed the Tigard Comprehensive Plan. Because I think it's going to come to fruition. It was a well laid-out plan. It was part of the reason that we developed our property and have added to it twice since we moved in in 1970.

I think one thing that has to be brought up tonight is the effect that the Haines Interchange is going to have on this project. And I visualize that the benefits are going to accrue to the people that live in this area, the people that work in this area, and I visualize that that comprehensive plan where you come off the Haines Interchange, west of 68th Parkway and I understand a stop light, and 68th Parkway will extend from OEA to Farmers Insurance, to funnel the bulk of the traffic.

We have the Federal Credit Union employees putting a building up on Hampton. It'd be roughly three hundred and some people in that. There will be a tri-building office building probably started across from us in February. We visualize 250 employees there. And eventually you'll see offices, high-rises in this Triangle - that was envisioned by the people that developed this many years ago.

I've worked on the N.P.O. force since its inception. We've got some great people on there and I think we've developed a very good plan. I think that the interchange as developed, and you have my statement to the Tigard City Council in favor of this project, is beneficial to the people in this area and the people who are now working here and the people who are going to work in the future. Thank you.

MR. ADAMS: Thank you, Sir. Simon P. deVilliers.

MR. SIMON deVILLIERS: I live on 13405 S. W. 74th. I'm a parent of two pupils attending Phil Lewis and, as such, I wholeheartedly support Kip Gladder's statement.

As a resident, I support Mr. Guthrie's statement and I have one additional point that I would like to add to the statements and that is - should the interchange be built that certain old trees, there are several - about ten oak trees - of more than 24 inches in diameter along the 72nd Avenue, that is just south of 72nd on the west side.

These should remain for two reasons. One, is they are aesthetic and the other is the benefit that such trees have on the air quality. They have the ability to absorb carbon monoxide. Thank you.

MR. ADAMS: What was the location again of the trees, was it south of 217?

MR. deVILLIERS: It's south of 217.

MR. ADAMS: Okay.

MR. deVILLIERS: That's right.

MR. ADAMS: Okay, fine, thanks very much. Steven Raymond.

MR. STEVEN J. RAYMOND: Steve Raymond. I represent Portland Federal Employees Credit Union. We have a project under construction on S. W. Hampton at this time. The complex will house, I'm not sure, 300 employees but between 100 and 150 I think to start with. We are in favor of this project for all of the obvious reasons that have already been discussed. I might say that if the project is completed that we would feel that it should be completed with safety in mind of all pedestrians, including the children in the area. Thank you.

MR. ADAMS: Thank you. Michael J. Gentry.

MR. MICHAEL J. GENTRY: My name is Mike Gentry and my address is 801 Standard Plaza in Portland, my phone number is 223-5181. And I'm appearing on behalf of Commerce Park at 7100 Hampton.

And I'm only here to address the portion of the proposal which deals with the relocation of the exit ramp from 217 to S. W. 72nd. That proposal would involve a relocation of that ramp to a point which is substanially closer to, I think, all of the existing office buildings but certainly Commerce Park, than at present and the concern that that naturally generates is one of aesthetics, noise level, protection for light. I'm not certain that those points are adequately addressed in the current proposal. I want to make it clear that Commerce Park does support the proposal, assuming that those concerns are taken care of. Thank you.

MR. ADAMS: Thank you. Michael A. Torrey.

MR. MICHAEL A. TORREY: Gentlemen, my name is Michael A. Torrey. I'm representing Williams Air Controls at 14100 S. W. 72nd.

Williams' employs approximately 270 employees with approximately 200 of them on the day shift alone. We've been located in that present position since approximately 1967 or 68. During that period of time we've watched it grow. We have seen businesses come in, we've seen increased traffic, we've seen increased problems with automobiles, trucks, etc.

At 4:30 in the evening when our shift gets off and several other companies' employees leave, we see traffic backed up from Bonita clear past our gates. We believe that many of these people are trying to get onto Highway 217 but are going around on Bonita to Bangy Road or whatever it is, then head west on 217. Also during the day, lunch hours and before and after work, we've seen the backups and so forth at Hunziker.

We see the 72nd Avenue Project as a badly needed, initial (I want to say - initial) improvement to the traffic and transportation problems in our area. We definitely support the project. Thank you.

MR. ADAMS: Thank you. Rodger M. Glos.

MR. RODGER M. GLOS: Thank you. My name is Rodger Glos. I reside at 11410 S. W. Bel-Aire Lane in Beaverton. I'm an employee of Timber Operators Council which is located at 6825 S. W. Sandburg Street. My telephone is 620-1710.

Timber Operators Council is a non-profit associaton serving the Western Lumber Industry with offices in the Sandburg Center which is a complex presently existing about dozen companies accessing 72nd Avenue, approximately a quarter of a mile south of the proposed interchange. Our position is to strongly urge a Build Alternative on the basis of present and future needs. We have no comment as to the specific design.

I believe that the impact statement already in great detail and in an objective form provides substantial evidence for the prudenceof a Build decision. In addition to that, however, we have some point of view statement that we would like to present to you.

In preparing for this, I did an informal survey of our own employee group and how they utilize and we utilize the interchange. Fifty-seven % of our employees currently reside in the areas of Lake Oswego, Tualatin, Oregon City, Portland, other areas that would not be affected by the interchange. The other 43% presently use Tigard secondary streets for commuting to and from work. Of those three-quarters indicated that they would make regular use of the interchange if it was put into effect.

Currently they are using one of three undesirable alternatives. They are either following 72nd, taking Hunziker to Hall,

Hall to Pacific Highway and crossing that terribly congested intersection to go on through to their ultimate destination.

The second alternative is to go all the way through 72nd, in front of Phil Lewis School and then try to access Pacific Highway with no light at the end of 72nd.

The third alternative is to go 180 degrees from where they intend to go east on 217, through two lights, make a U-turn at the intersection of I-5 and 217, which is legal but not necessarily very safe and returning through those same two lights to the point of where they would have been if they would have accessed the freeway in the first place.

All three of these alternatives are extremely time consuming. They are fuel inefficient. They are polluting to the area which the cars are sitting waiting for their opportunity to move and they are extremely frustrating for the motorists. In addition, they cause us to unwillingly and unwantingly add to the already tremendous traffic and related congestion, noise, air pollution, safety problems of the unusually high volume on Tigard secondary streets.

But for the absence of the proposed interchange, we could simply use 72nd Avenue for about a quarter of a mile, access 217, designed to have it handle heavy traffic with efficient flow, thus freeing all the secondary roads for safer, more efficient utilization by those that really need to use them. But for the absence of the access to 217, we have very little reason to use an extension of 72nd, Hunziker, Hall or any of the other local Tigard streets.

Aside from the commuting, we have a lunch hour traffic, people returning home for lunch, trips to Washington Square, Progress, Beaverton restaurants and that sort of thing. We service approximately 50 member companies, which we have to go through Tigard to service for whom we could use the interchange and thus not use those streets.

In turn these people come to our offices and they could also use the interchange. We currently have even problems of people finding our offices, due to having to traffic them through Tigard City streets, Hall, Hunziker, up to find our place we're now to the point of sending out maps for our meetings. It's very inconvenient but besides being inconvenient we're running an awful lot of traffic through those streets which are unnecessary if we have the interchange.

Ours is only one example, I don't represent it to be statistically valid but it is perhaps representative of those businesses in our area if you could get three-quarters or any significant amount of the traffic which is now running through Tigard on secondary streets, off those streets and immediately onto the freeway and out of the area, it would seem to me it'd be going a long way towards solving your overall safety, congestion, air quality, noise and other problems. We can come in and out, get to our businesses, get away from the area and not be there to jam up the streets and cause the noise and other factors.

There has been a substantial build up in industry and business in that area. Continued growth is inevitable, with or without the Build Alternative.

We recognize on the other hand, the need for maximum compatibility between our businesses and residential neighbors. My observation tonight is that we seem to be framing up business versus residents type line of arguments. I don't really think that's necessary. I understand that the residents have good faith, arguments and concerns. I think that those ought to be considered.

Adding the interchange would, in our judgment, allow us to function much more efficiently, allow those with whom we do business to access and leave our offices with minimal disruption and traffic aggravation to others and leave the secondary streets for those who live and work in the Tigard community. We feel the need is there now. It will undoubtedly increase before it can be built.

And in the event that a No Build was chosen, it is our observation that it would merely severely aggravate the present traffic problems to the point that we would all suffer on interim basis and ultimately it would become necessary to build that interchange some time down the road after having suffered the increased inconvenience and difficulties at a much higher cost and a much more difficult problem than to do it now.

We strongly recommend a Build decision which can be functional as soon as it possibly can be. We think the need is presently there. We agree that specific design should attempt to maximize the safety and other good faith concerns previously expressed. But such concerns in our judgment are not sufficient to outweigh the substantial advantages of going ahead with the Build decision. Thank you.

MR. ADAMS: Thank you. That is the last card that I have before me. Is there anyone else who would like to testify or make a statement?

MR. RAY PIRKL: My name is Ray Pirkl and I reside at 7745 S. W. Varns Street in Tigard. I'd previously decided not to testify because many of the arguments that were presented were the same ones that I had thought about.

There's one thing that has been bothering me for a long time concerning the project. I served on the CAC Committee, worked with the N.P.O. was not an active member but worked with it. And the one thing that really bothered me was why the Department of Environmental Quality said, okay, we can't - we're going to stop this project for awhile. It looks like the standards are not being met, that there are too many pollutants and so on. And that the project was stopped. It didn't bother me much except all of a sudden now we're back on the project again and I'm beginning to wonder why? What's the problem? Why can suddenly they change their minds when they're so staunch about protecting my ability to breathe.

I think what this young man presented tonight bothers me enough to say that perhaps ODOT has a problem in the way they gather their statistics and the amount of automobiles that are traveling on that particular roadway.

Whether or not ODOT's method of determining traffic flow, conflicts with DEQ's or some private agency, I don't really think that's the question. The question is that, there is I think a substantial, serious discrepancy. And I think before the project goes any further, maybe we ought to straighten that discrepancy out, and come up with one final solution that either this meets or does not meet the Clean Air Act.

And I think we ought to get over fighting about three different methods of gathering this data, that one method ought to be used. The DEQ's method because that's what their assigned task is. It's not ODOT's task to determine what that clean air quality will be. And it looks like in this case there was considerable influence maybe to get an answer that maybe is not in the best interest to the people who live in the area.

MR. ADAMS: DEQ did not stop the development of the project. ODOT stopped the development of the project because of the air quality question. DEQ didn't stop it; we stopped it, asked them for an opinion. Waited a year. Finally forced an opinion out of them, whether we should go ahead or not go ahead and we've gone ahead with the project. They still, as I said before have to issue an indirect source permit for the project before it can be built. They will be asked to do that based on the information you see here and anything else that we have as far as updates for current traffic data and that sort of thing. Is there anyone else that would like to testify?

I would like to remind everyone that written statements will be accepted for inclusion into the hearing transcript until Monday, December 31, at the Oregon Department of Transportation. The address once again is behind me on the wall.

With no further indication of any others who would like to testify, I will declare the hearing at an end.

Thank you very much all for coming. I appreciate the time you have spent in listening to the testimony. If you have any questions, there's still some personnel available at the back of the room that could answer any questions you might have.

(Hearing adjourned at 9:38 p.m.)

CARD COMMENTS

ARDEN P. MANNING We are beyond the decision of whether or not we need the project. The present and future development requires better access and relief of congestion. Stopping the project will not significantly affect traffic volumes. We need the convenience and safety which will come with the completion of the project.

JOHN C. BISHOP, JR.: Opposed to interchange expansion because of: a) Air pollution b) Noise Pollution c) Traffic dangerous to Rolling Hills residents.

WE THE RESIDENTS OF N.P.O.# 4 ARE OPPOSED TO THE BUILDING OF THE S.W. 72nd AVE. INTERCHANGE FOR THE FOLLOWING REASONS.

1- We feel the industrial area of the Tigard Triangle will be adequately served by the existing I-5,217 and the new Haines Rd.-I-5 interchanges.

2- We are concerned that additional traffic brought into our residential area by this interchange would adversely affect our air quality, safety of the children attending Phil Lewis school and Friends Nursery School.

Above petition submitted by Diane Allen at hearing. Original petition signed by 12 persons on file in Commission's files, Salem.

Identical petition was submitted at hearing and read by Chester R. Larter. Original petition signed by 58 persons on file in Commission's files, Salem.

S.W. 72nd Avenue Interchange

At the November 19,1979 meeting of the Citizen Advisory Committee a statement was presented which received the enthusiastic support of the vast majority of the neighborhood residents in attendance at that meeting.

The statement (copy attached) focused essentially upon our concerns that freeway noise and accidental traffic will be funneled directly down Varns Street into a residential neighborhood, that existing trees which now serve as a sound barrier between the freeway and the residential neighborhood need to be saved, that air pollution in the area will clearly suffer, that the design of the project will create a serious safety hazard for the children at Phil Lewis School, and that the proposed traffic patterns would result in a nightmare of congestions and hazards.
It also expressed our dismay that the decision-making process for the project would allow the neighborhood residents so little actual voice in the initial phases of the political process and the final decision about the project. It included recommendations that the business and industrial firms in the area be required to take measures to limit via employee car pools and other means the amount of traffic they create in the area and suggested means by which traffic could and should be funneled away from the interchange area.
The statement concluded with a strong recommendation for the "no build" option.

The vast majority of neighborhood residents in the area of the project continue to support that statement. We continue to support and recommend the "no build" option.

If, however, our recommendation is rejected and the "build" option is finalized, we ask for your specific attention to and remediation of the following concerns which we believe to be significant and not sufficiently addressed by the proposed plan:

1. The safety of the children going to and from Phil Lewis School must be addressed as the top priority item.
2. Mitigation of the noise near the residential property - especially that caused by heavy trucks - must be accomplished.
3. Signalization to diminish traffic hazards and to prevent the Rolling Hills residents from being trapped in their own neighborhood by 72nd Avenue and interchange heavy traffic flows must be planned as part of the project and be ready for use when the new interchange opens.
4. Traffic accidentally moving from the interchange into the Rolling Hills residential neighborhood must be monitored and alleviated if found to be a problem.

We also specifically request that you re-examine carefully the data and conclusions concerning the air quality in the area of the project. We believe the present report is faulty in its conclusions about air quality and note that DEQ itself has had to modify its thinking quite recently since the quality of this air shed has greatly deteriorated.

George D. Guthrie

George D. Guthrie
7665 S.W. Fir Street
Tigard, Oregon 97223

12/19/79

PA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

S.W. 72nd Avenue Interchange

The following statement was made at the November 19, 1979 Citizen Advisory Committee Meeting at Phil Lewis School and received the enthusiastic support of the vast majority of the homeowners attending that meeting.

I. Concerns

1. The eastbound off and on ramps, being aligned almost exactly with Varns Street (west of 72nd Avenue), will funnel freeway noise (and probably accidental traffic) directly down Varns into a residential neighborhood.

2. The existing trees (east of 72nd Avenue) have served as a noise barrier and need to be saved.

3. Since these changes would probably encourage traffic in the area to be doubled or tripled, the amount of air pollution in the area--including Phil Lewis School--will clearly increase over what it would have otherwise been.

4. The use of Gonzaga Street to funnel in and out all the business traffic from the area between 72nd and I-5 will place such terribly increased traffic right at the front steps and children crosswalks of Phil Lewis School (during all hours--not just "peak" hours).

5. What are the plans for traffic signals? At one time, three such signalized intersections were being proposed. The present plan, although not addressing such in the material mailed to us, appears to mandate four such signalized intersections:

   a. Varns/eastbound ramps and 72nd--otherwise left turns and other crossing patterns will create a dangerous condition (even with lanes designated for turning), and the Rolling Hills people will have extreme problems in exiting from their neighborhood.

   b. Hunziker and 72nd--otherwise traffic, especially slow moving trucks, will be a significant hazard.

   c. Westbound ramps and 72nd--otherwise left turns and other crossing patterns will be a significant traffic hazard (even with the designated turning lanes).

   d. Gonzaga Street/Phil Lewis School crosswalks, etc. and 72nd--otherwise the crosswalks will be so unsafe as to be useless, exit from the school parking lot will be quite difficult, and crossing traffic patterns will pose serious dangers.

6. In the state's own documents it has stated that the purpose of this interchange has always been to serve the needs of "existing and proposed businesses in the area," and that the consequences would be "heavy increases in traffic at the interchange and rapid acceleration of development in the Tigard Triangle" and "---decreased desirability for existing single-family residential" property. It appears to many of the existing residents of the area that, although the state process has permitted us to speak, those in charge of the process really have never intended to accept the "no build" option which we prefer. We believe such to be a callous disregard for the needs and rights of homeowners in the area.

II. Recommendations

1. Require business and industry in the area to decrease the size of their parking lots and have their employees use car pools and/or Tri-Met or other bus services.
2. Improve and use the existing 66th Avenue which has practically no residential property adjacent to it to funnel traffic in and out of the business area between 72nd Avenue and I-5, and redesign the I-5/Haines Road interchange to accept such traffic.
3. Feed heavy truck traffic away from the 217/72nd interchange since 72nd Avenue was not designed to handle such traffic and would soon deteriorate with such heavily loaded vehicle use. Such Diesel/gas trucks with their accompanying air and noise pollution are too detrimental to the residential and school characteristics of the neighborhood.
4. We strongly endorse the "no build" option.

III. Summary

1. We request adoption of the "no build" option.

George Guthrie

George Guthrie
7665 S.W. Fir Street
Tigard, Oregon 97223

WA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

December 18, 1979

MA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

R.N. Bethman, Administrator
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bethman,

I am writing this to explain why I favor a no build alternative for the Highway 217/S.W. 72nd Ave. interchange.

1. The draft negative declaration written by your staff assumes the entire triangle area is wide open for business development. This is an understandable error on the part of your staff. The fault lies in the choice of terminology used in the land use plan. It was a glaring error on the part of the NPO #4 membership to allow the use of the term "conversion units."

   A careful reading of the policy statements in the land use plan, however, will show that the intent was to allow business development in the triangle while protecting the liveability of six strong residential areas (unfortunately labeled "conversion units").

   The draft negative declaration also states that many of the houses in the triangle are owned by developers. That may be true for areas outside the protected residential areas (conversion units) but it is not true for the protected residential areas. Policy # 4, which provides that 75 per cent of the owner occupants must elect to change the residential status before redevelopment may occur, was designed by NPO #4 members to provide for the continuation of liveable residential areas as one valid option. The policy was designed to prevent the exploitation of viable residential areas by developers, and has been fairly successful in achieving that end.

2. S.W. 72nd Ave. to the north of Hwy. 217 runs through five of the six protected residential areas. I understand that projections for traffic loads here call for a decrease of 5 percent, but I just cannot believe it. Surely the widening of S.W. 72nd Ave. at the interchange and the two new access ramps will bring about an inevitable increased traffic load on S.W. 72nd, both north and south of Hwy. 217.

3. S.W. 72nd Ave., north of Elmhurst to the community shopping center at Fred Meyer, has no walking or bicycle path. Pedestrian traffic is extremely hazardous because of a mostly non-existent road shoulder on this stretch of road. Increased traffic which I believe

will be engendered by the new interchange will only make it more dangerous.

4. The proposed connector street between S.W. Hampton and S.W. Gonzaga streets cuts directly into one of the protected residential areas. The increased noise and light movement for this area will be a violation of the land use plan concept of protecting liveability for the residents here.

5. The Gonzaga connector street will empty traffic out directly in front of the Phil Lewis Elementary School. A large apartment complex is to be built soon east of the school. This fact, as well as the present movement of children from the day care center in the church across the street to Phil Lewis, argues against building a major freeway interchange at this site.

   If the community has decided to encourage large scale apartment development nearby, and has developed a land use plan which provides as a viable option the continuation of liveable residential areas here, then the community also has the obligation to protect the existence of the neighborhood school and provide for the safety of its children.

If the Tigard City Council decides for a build alternative, I hope the following steps can be taken to ameliorate the situation:

1. The creation of a fifty foot wide buffer strip (as required by policy # 5 in the land use plan) to the east and north of the Gonzaga connector street. A high and dense planting would give local residents some relief from noise and light effects.

2. Installation of a manually operated traffic light for children crossing S.W. 72nd Ave. somewhere between the day care center and Phil Lewis School. Such a light (flashing yellow) would perhaps also caution drivers southbound on S.W. 72nd Ave to slow down as they come around the curve approaching the school. Hopefully, it may even prevent a northbound school bus from being broadsided one day as it makes that very awkward turn into the new access road to the school.

The following two suggestions are necessary whether or not the interchange is built. The new interchange will only speed up the need:

3. A bicycle/pedestrian path be built from Elmhurst (where the

existing path now ends) to the Fred Meyer area on 99W. Walking and bicycling to the neighborhood school and the neighborhood store should not put a child in jeopardy of life or limb, as it now does.

4. Serious consideration should be given to the eventual closing of S.W. 72nd Ave. near the Phil Lewis School as was envisioned on an earlier land use plan for the area. All future road development to the business areas of the triangle need to be created with this option in mind. Once the Haines St. interchange is built, a real possibility exists we can then make S.W. 72nd Ave. in the triangle primarily a residential street.

I have written a letter to Mr. Aldie Howard, Tigard City planning director, to request a reactivation of NPO #4 to begin the process of considering such an option (see the attached letter.)

I thank you and your staff for your unfailing courtesy throughout the information gathering and hearing process.

Sincerely,
Jo Anne Nordling
Mrs. Jo Anne Nordling, NPO #4 member
7105 S.W. Elmhurst St.
Tigard, Oregon 97223

cc: Alan Mickelson, Mayor of Tigard
Aldie Howard, Tigard Planning Director
Leo Roberts, Chairman NPO #4

December 17, 1979

PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

Aldie Howard
Planning Dept. City of Tigard
City Hall
Tigard, Oregon

Dear Mr. Howard,

I am writing this to request that you reactivate NPO #4 in January of 1980. Recent events in the triangle area of NPO #4 have made it clear to me that our land use plan needs changes in at least the following two areas:

1. The use of the term "conversion units" is misleading and does not represent the intent of the plan. The intent was to protect the viable existing residential areas. The term many of us used throughout our discussions was "protected residential areas." As I recall, there was no formal debate or vote over which term to use in the written land use plan. It was an error on our part which gives the impression that all of the land in the triangle is to be laid wide open for business development. That was certainly not our intent and needs to be clarified.
2. The option of closing S.W. 72nd Ave. at a point near the Phil Lewis school needs to be reconsidered. You may recall that this was the solution chosen on an earlier land use plan for the area. With the possible additions to the interchange at Hwy 217 and 72nd, and the certain development of the Haines St. interchange, it may be possible to serve the business interests of the triangle without destroying the liveability of the protected residential areas which border S.W. 72nd Ave.

I hope that you will agree with me that, whatever decisions are finally made, the reactivation of NPO #4 should be an important step in the ongoing process of growth in the triangle area.

Sincerely,

Jo Anne Nordling

Mrs. Jo Anne Nordling
Member NPO #4
7105 S.W. Elmhurst
Tigard, Oregon 97223
639-3490

cc: Alan Mickelson, Mayor
Leo Roberts, Chairman NPO #4
R. N. Bothman, Highway Division

Submitted by Jessie Swanson
at hearing

ODOT - METRO
DEC 19 1979
AM PPS
FILE TO

Dec - 1979

As residents and occupants of the Rolling Hills area we, the signers of this petition are opposed to the proposed S.W. 72nd ave / Highway 217 inter change project.

Petition submitted at hearing by Jessie Swanson. Original petition signed by 56 persons on file in Commission's files, Salem.

Dec. 14, 1979

Tigard City Council
City of Tigard
P.O. Box 23397
Tigard, OR. 97223

RECEIVED
DEC 19 1979
CITY OF TIGARD

Reference: 72nd/217 Interchange

Gentlemen:

As a family involved with Utility Equipment, Inc., on 77th & Hunziker Road, this letter is to express our concern about and support for the expansion of the 72nd/Hwy. 217 Interchange.

Apart from the extreme convenience for everyone travelling 72nd to be able to go directly onto Highway 217, we would like to point out our concern also for the safety of those working and doing business in that area.

Hunziker Road is not made for the kind of fast and heavy traffic normally found on 217. At the entrance to Utility Equipment, Inc., for example, there is only one lane for traffic going in the direction of Hall Blvd, (the route used by those desiring access to 217). There is also a steep incline and traffic from that direction cannot be seen until very close. Those usually heading for 217 are going very fast, also. This presents a continual hazard for the trucks, vans, cars, etc., entering and leaving the area.

In addition, there is already a problem of heavy congestion on Hall Blvd, especially during rush hours. If the traffic meant for 217 can be eliminated from Hunziker - Hall route, we feel that a much safer situation will be created for the people living and doing business in the area and for those wishing not to go through the business and residential area, but directly onto 217, as well.

We hope you will urge the Oregon Dept. of Transportation to go ahead with this project and not to abandon it. Thank you,

Sincerely,

The Alfredo Alvarez
family

December 24, 1979
(dictated December 17)

Mr. Robert N. Bothman
ODOT, Metro Branch
5821 NE Glisan St.
Portland, OR 97213

Dear Sir:

I am opposed to the proposed SW 72nd Avenue/Highway 217 Interchange project for the following reasons:

Property value depreciation of my home at 7275 SW Varns St. (L1, Rolling Hills), which is the only home located on the West side of 72nd Avenue between Hunziker and Varns St., due to noise impact and increased air pollution caused by increased traffic all being funneled into this area.

Proposed elimination of access to 72nd Avenue from the West end of Varns is not feasible as it would require additional travel on the part of all of the residents in the Varns Street area to get to 72nd Avenue. This same situation would be considerabley magnified with the proposed closure of the 72nd Avenue access at Pacific Highway and appears to be extremely poor planning in these times when all of us are encouraged to reduce our gasoline consumption.

The project would encourage increased traffic from 72nd Avenue onto Highway 217, and I feel that there is inadequate distance for cross-over of the merging traffic and either I-5 South-bound or Portland-bound traffic to switch lanes without dire consequences to motorists and insurance companies. With present traffic loads, it is already frequently difficult to negotiate the lane changes and has resulted in numerous accidents.

I just learned today that it is the ODOT's intention to take approximately five feet along the East property line of my lot in order to level out the slope from the road to the ditch. Needless to say, this is extemely disheartening because that will further decrease my lot size, making it the smallest lot in the area, bringing the noise that much closer and further eroding the value of my property and home.

It appears that there are other alternatives to move the truck traffic from Hunziker Street to I-5 or Highway 217 which would keep the noise and pollution in the industrial area rather than routing it past so many residences and creating increased driving for the majority of the home owners in the areas affected.

After completion of the proposed 72nd Avenue interchange and installation of the ditch, bike path and sidewalk, which governmental body will be responsible for the maintenance of the ditch? In the past several years, no governmental body has seen fit to maintain the ditch or to keep the grass and weeds cut in it.

If this project is doomed to come reality, I would insist on some sort of mitigation of my windows in order to cushion the deafening noise level. Although I strongly object to this interchange in this location, it appears that you regard the homeowners as the small people and that all the large corporations down the street have the say of what goes on in the neighborhood.

If you are determined that you simply must expend the Mount Hood Freeway funds for this particular project, the installation of a traffic light on this corner and in front of Phil Lewis elementary school would be a necessity, otherwise access to 72nd or Highway 217 would be almost impossible most of the time.

Very truly yours,

Florence Archer

Florence Archer
7275 SW Varns
Tigard, OR 97223

620-4766

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JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bloodworth, Peterson, Ellis & Eslick, Partners, Architects
6960 Southwest Varns Street Portland, Oregon 97223 (503) 639-9430

December 10, 1979

Mr. Robert N. Bothman
Administrator
Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, OR 97213

Re: Southwest 72nd Avenue Interchange

Dear Sir:

Please be advised that we are 100% in favor of the proposed Southwest 72nd Avenue Interchange.

Sincerely,

Robert L. Bloodworth

Robert L. Bloodworth

RLB/11

MA PDM PDE TSE SPC
ODOT - METRO
DEC 12 1979
AM PPS FILE T/A

Robert L. Bloodworth A.I.A., William D. Peterson A.I.A., Frank E. Ellis A.I.A., Richard H. G. Eslick A.I.A.

DEC 14 1979
CITY OF TIGARD

Byers
PHOTO
EQUIPMENT
COMPANY
6955 S.W. SANDBURG ST. • BOX 23399 • PORTLAND, OREGON 97223 U.S.A. • (503) 639-0620 TELEX 360 498

December 12, 1979

[illegible] PDM PDE TSE SPC
ODOT - METRO
DEC 17 1979
AM PPS FILE T/A

Mr. R. R. Barker
City Administrator
City of Tigard
P. O. Box 23397
12420 S. W. Main
Tigard, OR 97223

Dear Mr. Barker:

Thank you for your letter of December 10th regarding the S.W. 72nd Avenue Interchange.

We are very happy to see some progress being made in making this project become reality. It is needed for so many reasons.

The 80 some people in our company alone, nearly all of whom drive (No Tri Met into this area of course helps!) find it a great inconvenience to have to go round and round, back and forth just getting on and off the 217 and I5 freeways.

It isn't just inconvenience either, but present air pollution at the round and round and back and forth U-turn arounds, etc. that total hundreds of miles every day that will result in cleaner air for the entire vicinity when the new smoother traffic flow with fewer miles traveled and fewer starts and stops the new interchange will provide.

Add to that the gasoline and diesel fuel saved by the fewer miles traveled times hundreds of people and that helps energy and fuel conservation.

Fewer accidents and possibly lives saved should be also a result of the new smoother and more functional traffic flow.

We are for the new interchange!

Yours truly,

BYERS PHOTO EQUIPMENT COMPANY

Don Byers

Don W. Byers
President

DWB:brj

DESIGNERS AND MANUFACTURERS OF PRECISION PHOTOGRAPHIC FINISHING PRODUCTS

1347946-300

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DEC 13 1979
CITY OF TIGARD

Cash's Rlty.

Phone: 639-4137

REAL ESTATE & BUILDING SERVICE

12525 S. W. Main Street

Tigard, Oregon 97223

December 11, 1979

A PDM PDE TSE SPC
ODOT - METRO
DEC 17 1979
AM PPS FILE T/A

City Council of Tigard
12420 SW Main
Tigard, Ore. 97223

Dear Sirs:

I am in favor of the Highway Department's proposal for on and off ramp and other configurations at S.W. 72nd and Highway 217.

I believe the engineers in the Highway Department must have the knowledge and expertise to do the best plan that is possible under the circumstances.

Thank you,

CASH'S RLTY

Gerald C. Cach

GCC:kg

134-1940

MA PDM PDE TSE SPC
ODOT - METRO
DEC 31 1979
AM PPS ebq FILE:T/A

December 28, 1979

Mr. Robert Bothman
ODOT, Metro Branch
5821 NE Glisan Street
Portland, Oregon 97213

Re: Highway 217 - 72nd Avenue Interchange

Dear Mr. Bothman:

To the long list of already voiced objection you have heard regarding this project before, may we add our concerned support and offer one additional comment.

We fully realize the need and support necessary improvements and signals on 72nd Avenue to handle the flow of business traffic. But by the Highway Department's own standards, as we understood them when we proposed an alternative interchange at Bonita Road several years ago, you cannot add this proposed interchange at 72nd Avenue and have the room necessary for traffic control signals which will allow reasonable access onto 72nd Avenue in that area.

It has been our feeling that community residents could not compete with area businesses in their campaign to achieve this interchange. We sincerely hope that your considered decision will prove us wrong in that feeling.

Sincerely,

Mr. and Mrs. Harry Chick

Mr. and Mrs. Harry A. Chick
7595 SW Cherry Street
Tigard, Oregon 97223

cc: Tigard City Council

RECEIVED
[illegible] 3
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"SATISFACTION IS OUR MAIN CONCERN"

Landmark Ford

PHONE (503) 639-1131 / 12000 S. W. 66th AVE.
TIGARD, OREGON 97223

RECEIVED
DEC 1 7 1979
CITY OF TIGARD

December 12, 1979

MA PDM PDE TSE SPC
ODOT - METRO
DEC 1 9 1979
AM PPS FILE T/A

Tigard City Council
Tigard, Oregon 97223

Dear Council Members:

As a corporation conducting business within the Golden Triangle area we support the Highway Departments proposed plan for the the 72nd Avenue Interchange. We feel it will benefit everyone located in or around the triangle area.

Very truly yours,

LANDMARK FORD, INC.

Jim Corliss

Jim Corliss
Vice President

JC/df

Robert N Bothman ODOT : Dec. 15, 1979 134-1946 (300)
metro Branch
5821 N.E. Glisan St. Portland 97213 page I

I William G. Wyckoff, am enclosing my two centsworth. Concerning the 72 Ave and 217 highway interchange

I live just south on the west side of 72 Ave from where the off and on ramp of 217 going south to I-5 would be.

I have had a bicycle foot path in front of my place for twenty years. Fighting all the time to get ditches filled in down the road from me, which took many years to get done. Had a streetlight in front of my place for many years. Before street light where put in.

Fought with Tom McCall then governor to get 30 miles speed zone on road in front of me. Along with his help in widening intersection of SW Hunziker Road and 72 Ave. Along with a long battle to get street lights in front of Phil Lewis School

my problem with you highway personal is this. The way you treated us middle of the road ordinary citizens and their families in this area. Shows the state highway has anti pedestrian people anti shoulder on road people. For example Both overpasses on Pacific Highway in Tigard on the south side of the highway. Have little or no way for pedestrians in this area to get around. Doing away with Bonita exit on I-5 hit us hard. The way you lifted the northwest end of 72 ave overpass over highway 217 from there to Phil Lewis School was a crime in itself. over

Robert N Bothman ODOT Dec 15, 1979
metro-Branch
5821 N.E. Glisan Portland Or 97213 page II

The way you left the bicycle foot path on highway 217 from I-5 over to hicke Grover cutting the path off 300 yards from I-5. ~~[illegible]~~ slaps the young people in the face.

I have on boy now in the tank corps in the army. Who will be out this next spring. One reason he went into the army was such poor conditions if one had to walk to get to where he wanted to go around here.

We are almost at war with Iran because they are indangering the lives of a few American hostages. The Oregon State Highway is indangering ten of thousands of Oregon people. Even killing and crippling many. Tom McCall was able to deal with your group. Only our last two Governors don't know how or are afraid to say to much to you for one reason or another.

Most people living in the area which will be hurt the most in construction of this project are in their 60s or 70s. With high car insurance and such poor conditions to go anywhere on foot. Living under such poor conditions with thousands of truck loads of dirt and rocks, mud in winter, dust in summer, along with all the regular heavy traffic, to put up with over the last ten years. Now you people who really are looking out for the country club ~~set~~ jett set. Try to make it look like you are doing us a favor.

The way they put the sewer line in across the road from me. Really isn't to my likeing. If 72 Ave was widend I would think where I live 72 Ave would be rased. Which I wouldn't like at all. Just another stab in the back for ordinary citizens in this area. So it goes from bad to worse in many places in this area.

(I will close for now.)

William G. Dickoff
13455 SW 72 Ave
Tigard, Oregon 97223

Dec 10, 1979

Dear Council Members:

I am writing to support the 72nd/217 interchange. In the past 6 years I have seen the traffic get worse as more industry moves into the area. With the three building materiel companies, Utility Equipment, Utility Industrial Center, Georgia Pacific and Interstate Machinery, we now have a tremendous amount of truck and Truck-trailer traffic. If access to I-5 and 217 were improved, the bottlenecks at 72nd and Hall/99w would be releived greatly. Please ask the Dept. of Transportation to "get it on"- start construction of the interchange as soon as possible. I realize it will cost a lot of money, but what will it cost in lost time, wasted energy, accidents, etc. if it is not constructed?

Ralph Dicken (DICKEN)
Shop Foreman
Utility Equipment, Inc
7500 SW Greenwood Dr.
Tigard, Oregon 97223
Home 246-9518
Bus. 620-0611

134-1946-300

12/3/79

Gentlemen,

In reference to 217/72 interchange on December 19, 1979.

I personally feel that this proposal is long overdue. I have been working in the Tigard area on Hunziker for just over a year now. The traffic congestion is bad, has been bad, and is growing worse. For instance if you are traveling up Hunziker to the intersection of Hunziker and 72nd you may wait fifteen minutes to travel less than one thousands yards to reach the intersection. That is an inconvenience yes, but more important is the safety factor. I'm sure you are aware that as the traffic congestion grows the chances of accidents and possible fatalities is growing too.

Please use your good common sense on the ODOT project and take the step to provide us with safer traveling in this community.

Thank You,

Jim Fargher (FArgher)

SHOP CLERK

UTILITY EQUIPMENT, INC.

12805 S.W. 77th PL

TIGARD, OR 97223

Coe Manufacturing Company
7930 S. W. HUNZIKER ROAD
P. O. BOX 23366
PORTLAND, OREGON 97223

FRED W. FIELDS
PRESIDENT

December 13, 1979

Mr. Robert Bothman
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

We sincerely appreciate your keeping us informed about the Highway 217 and 72nd Street Interchange.

Unfortunately I will not be able to attend the hearing on December 19th, but do want to express my concern in the matter. As you know, the business community has exerted considerable effort for over 5 years attempting to resolve this problem by the addition of the proposed off and on ramps with signalization. I heartily endorse the plan even though I truly feel a four-leaf clover design would be much more efficient for the long term. The design as proposed, with the jog from Hunziker Road to the 217 southbound on ramp, concerns me greatly as it appears the jog will serve as a bottle neck unless continuous southbound traffic flow is permitted without having to make two stops. It is possible I do not understand the plan, but if I do, I strongly object to it.

I no longer feel there is a decision to make, of construct or not to construct. There have been too many long term committments made over these years to drop the project. For example; the property owners along Hunziker Road spent years organizing and planning the improvement of that street and are paying 80% of its cost through an L. I. D. with the balance paid by the City of Tigard. This was done after first having reasonable assurance from the Highway Department that the interchange at 72nd Street would be constructed.

6

If the interchange is not constructed we must consider the Hunziker Road improvement a complete loss for the property owners, the City of Tigard and its tax paying residents. This project is only one of many long term committments made anticipating the construction of this interchange, and I hope you take it into consideration.

Very truly yours,

THE COE MANUFACTURING COMPANY

Fred Fields
F. W. Fields

FWF:ls

134-1946

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
801 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 223-5181

ROBERT M. KERR
LAMAR TOOZE
L. GUY MARSHALL
ARDEN E. SHENKER
CHAS. R. HOLLOWAY, III
PAUL R. DUDEN
STEPHEN R. FRANK
WM. G. SHERIDAN, JR.
MICHAEL J. GENTRY
FARRAND M. LIVINGSTON
NEALE E. CREAMER
ROGER K. STROUP
ELIZABETH A. TRAINOR

LAMAR TOOZE, SR.
1895-1971

December 20, 1979

Mr. Robert N. Bothman
Administrator, Metropolitan Branch
Oregon Department of Transportation
5821 NE. Glisan
Portland, OR 97213

Dear Mr. Bothman:

Re: SW. 72nd Avenue Interchange

I represent Commerce Park Tigard/Portland, 7100 SW. Hampton Street, Tigard, Oregon. Commerce Park supports the build alternative for this project provided that suitable and sufficient means are utilized to alleviate the noise, light and aesthetic problems created for the Commerce Park tenants by the relocation of the exit ramp from Highway 217 to SW. 72nd Avenue. As you are aware, the build proposal would relocate the northerly exit ramp to a location in close proximity to Commerce Park's office complexes, and it is imperative that such a relocation is accompanied by suitable fencing, landscaping or erection of other noise and scenic barriers.

Very truly yours,

Michael JGe

Michael J. Gentry

MJG:de

cc: Mr. Cline Martin

Commerce Park
Attention Barbara Bushell

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JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

134-946.300

UTILITY EQUIPMENT INC.

• HOME OFFICE •
P.O. BOX 23009 • 12805 S.W. 77TH PLACE
PORTLAND, OREGON 97223 • (503) 620-0611
TELEX 15-1134

SEATTLE BRANCH
P.O. BOX 24387 • 3423 FOURTH AVE. SO.
SEATTLE WASHINGTON 98124 • (206) 624-1412

SPOKANE BRANCH
N. 3020 FLORA ROAD
SPOKANE WASHINGTON 99216 • (509) 928-9573
TELEX 15-2320

December 6, 1979

RECEIVED
DEC 10 1979
CITY OF TIGARD

Tigard City Council
City of Tigard
P. O. Box 23397
Tigard, OR 97223

Reference: 72ND/217 INTERCHANGE

Gentlemen:

This letter is written to voice support for construction of the proposed interchange at the intersection of Highway 217 and 72nd Avenue.

I am involved with Utility Equipment, Inc. and with the Utility Industrial Center on 77th & Hunziker Road. There are several hundred arrivals and departures daily from these two locations.

Over the years that this interchange has been considered, I have seen the traffic problem continually deteriorate due, in part, to the lack of access to Highway 217 - east bound from this area. This increase in traffic will continue as additional commerce and industry moves into the area.

Completion of the interchange will eliminate the necessity for trucks, semi's, cars, etc. to travel Hunziker Road to Hall Blvd. and then on to S. W. Pacific Highway for access to Highway 217. It will help eliminate traffic tie-ups in the Hall Blvd. area.

The many advantages of constructing the interchange; such as, a. increased traffic safety; b. decrease in travel time to Highway 217; c. reduced traffic through Hall Blvd. area; d. reduced energy consumption; e. etc., should more than outweigh the few disadvantages of the interchange.

I urge you to do everything in your power to influence the Oregon Department of Transportation to construct this interchange at the earliest possible time. Please pass along my comments at the public hearing on December 19, 1979.

Very truly yours,

Roy Goecks

Roy Goecks, President

/mt

MA PDM PDE TSE SPC
ODOT - METRO
1979
AM PPS FILE TVA

RayBurt's inc.
3236 S. E. Loeffelman • Milwaukie, Oregon 97222 653-0440

Dec. 29, 1979

Ron J. Kleinschmit
Project Coordinator
Dept. of Transportation / Highway Division
5821 NE Glisan
Portland, Oreg. 97213

Dear Mr. Kleinschmit;

For the last thirteen years my family and I have lived in Tigard. Two years ago we moved from another area to our present location at 7430 SW Varns.

My business is located in Milwaukie. Befor moving we looked there for housing. After much thoughtful consideration we chose to stay in Tigard. Many reasons caused the making of this decision but the most important one was, "Quality of Life". It is this quality of living that will be sacrificed in our neighborhood and at our children's school if the, "72nd Ave. Interchange Project", is built according to present plan.

My family and I realize that current and perhaps future traffic flow into the area warrants a change that will more systematically manage vehicular movement through and into/out of it. The one now under consideration, however, not only ignores the severe negative impact it will have on our homes/neighboorhoods and our children's school, but will not do a safe and efficient job of what it is supposed to do. ①

Moreover as your departments letter, of Nov. 1, 1979, addressed to interested parties, states; "new commercial and industrial developement continued and traffic volume steadily increased", it becomes apparant that these commercial and industrial interests are of great concern to your department and that they are the ones who stand to gain the most from its completion.

Who does your department serve; special interests or we the people?

The bulk of those commercial and industrial organizations existed befor Highway 217 was built and got along perfectly fine without it. Chances are very good that they will continue to do so. However, if these commercial and industrial interests, their customers and their employees want something changed where Highway 217 and 72nd Ave. meet it is they who should be the recipients of a negative impact — not our neighborhoods and our school.

As far as my family and I are concerned, the project need not be built. Quality family living is more important than a highway project.

Respectfully,

Burton C. Hopking

RECEIVED
JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RUSCO BUILDING PRODUCTS OF OREGON

A COMPANY OF RUSCO INDUSTRIES INC.

8015 S.W. HUNZIKER ROAD, P.O. BOX 23607 • TIGARD, OREGON 97223 • (503) 620-6880

December 18, 1979

MA PDM PDE TSE SPC
ODOT - METRO
DEC 26 [illegible]
KM PPS FILE [illegible]

Tigard City Council
City of Tigard
12420 S. W. Main St.
Tigard, Oregon 97223

Council Members:

Rusco Building Products is located at 8015 S. W. Hunziker Road, and we are concerned with the present unsafe traffic conditions on S. W. 72nd Avenue at Hunziker. In the past year we have watched this unsafe condition increase, and are concerned that it will continue to escalate unless major changes are made at this intersection.

Rush hour traffic for people leaving Hunziker at Southwest 72nd Avenue involves waits of up to 15 minutes, and short tempered drivers cause real hazards by indiscriminate passing and jockeying for position in the wait.

Delivery costs are increased for us and inconvenience is caused our customers, but our motivating factor for support for West access ramps to and from 72nd Avenue at Highway 217, is a desire for safer travelling conditions for both vehicles and pedestrians.

We would also like to recommend a light signal, or at least a 3 - way stop at this dangerous intersection in the interim.

Yours very truly,

RUSCO BUILDING PRODUCTS

EH Honea

E. H. Honea
General Manager

EHH:nl

RECEIVED
JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1[illegible]1-1116-[illegible]00

WESTERN FOUNDRY COMPANY

"Castings for Industry"

P. O. BOX 23278
PORTLAND, OREGON 97223
(503) 639-2141

DECEMBER 12, 1979

MA PDM PUE TSE SPC
ODOT - METRO
DEC 17 1979
AM PPS
FILE T/A

CITY OF TIGARD
P. O. BOX 23397
TIGARD, OREGON 97223

SUBJECT: S. W. 72ND AVENUE INTERCHANGE

ATTENTION: MR. R. R. BARKER
CITY ADMINISTRATOR

GENTLEMEN:

WE EMPLOY APPROXIMATELY 150 PEOPLE ON VARYING SHIFTS. EVEN THOUGH WE HAVE CHANGED OUR DAY SHIFT HOURS TO TRY AND AVOID THE HASSLE AT HUNZIKER AND 72ND, WE CONTINUE TO RECEIVE BITTER COMPLAINTS ABOUT THIS INTOLERABLE SITUATION.

MORE IMPORTANT, IN THE WRITER'S OPINION, THE INTERSECTION WILL, ONE OF THESE TIMES, BE THE SCENE OF A FATAL ACCIDENT, OR, AT LEAST, ONE WITH SUBSTANTIAL INJURIES.

FURTHER, AT THE TIME THE INDUSTRY ALONG HUNZIKER FINALLY AGREED TO SHARE THE EXPENSE OF IMPROVING HUNZIKER ROAD, WE WERE ASSURED BY ALL THE PUBLIC MEMBERS (CITY OF TIGARD, INCLUDED) THAT IF WE WOULD GO ALONG THE INGRESS AND EGRESS WOULD BE TAKEN CARE OF.

WE STRONGLY URGE THAT SOMETHING BE DONE WITHOUT ANY FURTHER DELAY.

SINCERELY,

WESTERN FOUNDRY COMPANY

Ed Huffschmidt

EDW. G. HUFFSCHMIDT
PRESIDENT

EGH:ls

RECEIVED
DEC 14 1979
CITY OF TIGARD

-67-

December 26, 1979 MA PDM PDE TSE SPC

ODOT · METRO

DEC 31 1979

AM PPS FILE [illegible]

Mr. Robert N. Bothman
ODOT, Metro Branch
5821 NE Glisan St.
Portland, OR 97213

Dear Sir:

Please be advised that I would like to reiterate all of the objections given previously by the area residents to the proposed 72nd Interchange along with the following additions:

I am opposed to any blocking off of 72nd anywhere along the route, ex. blocking off at Pacific Highway and/or at Phil Lewis Elementary School.

Because I live right at the proposed intersection (please note address), I know the increased noise and pollution would be unbearable for me and the area residents. I strongly object to removing any trees along the East side of 72nd where you plan to put the interchange as it is the only natural sound barrier between this area and the existing freeways (I-5 and 217). Once those trees are removed there will be no barriers whatsoever to protect my residence and others around me. A stop light must be erected at 72nd & Varns and at Phil Lewis Elementary School to prevent complete chaos.

Very truly yours,

Betty Hunt

Betty Hunt
7275 SW Varns St.
Tigard, OR 97223

620-4766

RECEIVED

[illegible]

COMMISSION [illegible]ICES
DEPARTMENT OF TRANSPORTATION

oea

PATRICK H. MANEY, Deputy Executive Secretary
Oregon Education Association 6900 S.W. Haines Road Tigard, OR 97223 Phone: 639-7651

December 19, 1979

A PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

Mr. Raeldon Barker
City Administrator, City of Tigard
12420 Southwest Main
Tigard, Oregon 97223

Dear Mr. Barker:

Recently I was informed that plans for modifying the SW 72nd and Hwy.217 interchange were to be discussed by all interested parties at a meeting scheduled at Fowler Junior High School on December 19, 1979, at 7:30 p.m. As you are aware, the State Highway Department is moving ahead on the widening of I-5 and adding a truck lane on the northeast side of I-5. This affects Oregon Education Association property that is located at 6900 SW Haines Road.

I have reviewed the plans of the State Highway Department and I have discussed the matter with the planning personnel in the Tigard City Hall. In the interest of sound planning, coordinating all levels of public interest, I have concluded that the proposed changes submitted are orderly, coordinated, and bring the greatest good to the public generally.

Your plan has the endorsement of our Association. The OEA represents over 24,000 teachers in the State of Oregon. Our two buildings provide office facilities for over 100 wage earners. In addition, the office space represents the home corporate office for four of eight tenants. The point is, these offices attract many individuals who must use the present inadequate and inconvenient roads. The proposed plan will correct the present road and highway deficiencies and prepare us for the 1980's.

In summary, we who live and work in Washington County must have adequate access to all facilities through a modern highway and road system.

Please read this letter into the public record as supportive of your efforts. If I can be of any assistance, please don't hesitate to contact me. Good luck.

Sincerely,

Patrick H. Maney

Patrick H. Maney
Deputy Executive Secretary

c
cc: City Planning Department

14200 SOUTHWEST 72nd AVENUE / PORTLAND, OREGON 97223 / TELEPHONE: 503 / 639-6161

GERBER Legendary BLADES

134-1546

December 28, 1979

MA PDM PDE TSE SPC
[illegible]
AM PPS [illegible] T/A

Tigard City Council
12420 SW Main
Tigard, OR 97223

COPY

Gentlemen:

The proposed S.W. 72nd Avenue and Highway 217 interchange is a "must". We have experienced the ever-increasing traffic problems over the 14 years our company has been in the area. The interchange has been needed for years and we simply must not pass up this opportunity.

Our company has over 250 employees, many of whom travel this route to and from the plant everyday. The presence of this interchange would create much needed access to Highway 217, thereby eliminating the use of S.W. 72nd Avenue and the surrounding residential streets as thoroughfares. The project will not significantly increase traffic volume. Rather, it will increase safety and convenience for those who live and work in the area and substantially reduce traffic on S.W. 72nd Avenue and the residential streets.

Because of our concern both for increased traffic and access problems on S.W. 72nd Avenue, we are writing to voice our vigorous approval of the proposed interchange. We urge the Council to approve the project.

Sincerely,

GERBER LEGENDARY BLADES

Arden P. Manning
Vice-President, Finance

cc: Robert N. Bothman
ODOT

RECEIVED
JAN 3
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Williams Air Controls 14100 S.W. 72nd Avenue Portland, Oregon 97223 Phone (503) 639-3151
Terex 15-1145
DANA DANA CORPORATION

[illegible] [illegible] PDE TSE SP
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December 5, 1979

Tigard City Council
Tigard City Hall
12420 SW Main St.
Tigard. OR 97223

Dear Sirs:

This letter is in response to a letter received from the State of Oregon, Department of Transportation Highway Division describing the proposed change and improvement at the Highway 217 & 72nd Avenue interchange.

Williams Air Controls has been located at 14100 SW 72nd Avenue since July 1967. During the last twelve years we have seen this area become a major light industrial region and have watched the present transportation problems develop.

We highly endorse and encourage this first phase development as a general upgrade of traffic problems on 72nd Avenue.

If we can be of service regarding this project, please feel free to contact me.

Sincerely,

Gerald Metzger
General Manager

cc Department of Transportation
Highway Division

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JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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DEC 19 1979
CITY OF TIGARD

THE COMMUNITY PRESS
HOME · DOWNTOWNER · COMMERCIAL PRINTING

December 19, 1979

MA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

TIGARD CITY COUNCIL
12420 S.W. Main Street
Tigard, OR 97223

Gentlemen:

I am writing this letter to urge you to move forward on the proposed interchange expansion at S.W. 72nd & Highway 217. The failure to approve the plans for construction of West access ramps to and from S.W. 72nd and Highway 217 perpetuates a tremendous inconvenience, heavy traffic congestion and potential safety hazards that exist because no reasonable access is currently available. It also blocks important expansion of the area's development which is a direct benefit to both the private and business sector of the area.

Literally hundreds of people live and work in the area of S.W. 72nd and require adequate and safe access to their homes and jobs from Highway 217. Proper access to the area will reduce passenger car traffic and heavy truck traffic on Hall Blvd. and Hunziker. In addition to providing a safer and more congestion-free flow of traffic on these roadways, maintenance and repair costs should be reduced due to the reduction of heavy traffic.

Residents and workers in this area have gone on long enough making unsafe legal and illegal U-turns at the east end of the Highway 217 overpass of I-5. It is time to move forward and approve the construction of the proper access to S.W. 72nd Avenue.

Sincerely,

Larry F. Miller

Larry F. Miller
Publisher

COMMUNITY PUBLICATIONS INC.
6960 S.W. SANDBURG STREET, TIGARD, OREGON 97223
TELEPHONE (503) 620-4121

RECEIVED 134-1946-300
DEC 13 1979
CITY OF TIGARD

December 10, 1979

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ODOT - METRO
DEC 17 1979
AM PPS
FILE T/A

Tigard City Council
City of Tigard
P. O. Box 23397
Tigard, OR 97223

Reference: 72ND/217 INTERCHANGE

Gentlemen:

I am writing in support of the construction of the proposed interchange at the intersection of 72nd Avenue and Highway 217.

Having been employed in this area since 1964, I have seen the traffic problem deteriorate drastically. The continued growth of the industrial area on both 72nd Avenue and Hunziker Road has increased beyond belief.

The time wasted and energy consumed in waiting to get on to, off, or across 72nd Avenue and Hunziker in rush hour periods must be beyond comprehension. Then, if heading toward Beaverton, the time and energy consumed at two stop lights, a "U" turn, and doubling back toward Tigard and Beaverton! To go the other way at rush hour meets the same fate at Hall Blvd. and at Pacific Highway!

The time, energy, and safety advantages would, I'm sure, make this project well worth your consideration.

I urge you to exercise your influence to the fullest with the Oregon Department of Transportation to expedite this project.

Very truly yours,

Robert P. Morton
Robert P. Morton

10905 S. W. 121st Ave.
Tigard, OR 97223

134-1946-300

acs

associated computer services inc.
13700 southwest 72nd avenue
post office box 23097
portland, oregon 97223
503/620-0440

December 13, 1979

Tigard City Council
P.O. Box 23397
Tigard, OR 97223

In regards to the Southwest 72nd Avenue Interchange Project, we would like to go on record as being in support of the project.

We feel that the project, when finished will help conserve energy. At the present time, people traveling south on 217 and who wish to proceed to 72nd Avenue must either exit at Barbur Boulevard and use local streets to gain access to 72nd or continue past 72nd, make a U-turn at I-5 and double back to 72nd. Conversely, people who want to go north on 217 from 72nd must reverse the process.

The construction of the proposed interchange would eliminate the need for doubling back from I-5 and/or eliminate the need for using local streets which in turn would conserve gasoline.

Secondly, we believe the interchange would reduce congestion on local streets which in turn would alleviate some dangerous traffic conditions which presently exist.

Yours truly,

S. R. Nowak
Secretary-Treasurer

SRN:li

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DEC 17 1979
AM PPS FILE T/A

FARMERS INSURANCE COMPANY OF OREGON
Home Office – 13333 S.W. 68th Parkway, Tigard, Oregon 97223

November 26, 1979

Tigard City Council
City Hall
12420 S.W. Main
Tigard, Oregon 97223

Subject: Proposed Improvements – S. W. 72nd Avenue and Highway 217

Sirs:

We strongly endorse the proposal to improve traffic flow within the south Tigard area by construction of the additional access and egress ramps for Highway 217 at S.W. 72nd Avenue.

The Farmers Insurance Group of Companies has supported this improvement for many years. The Companies authorized me to attend many City Council, ODOT, CRAG, etc. meetings over the years to voice our support for the imrovement. Although I will not be able to attend your December 3rd meeting we do want you to know of our continuing support.

Very truly yours,

Mike Oberhofer
Treasurer

A. PATERSON *Realty Co.* — 12700 S.W. PACIFIC HWY., TIGARD, OREGON 97223
Real Estate • Appraisals • Insurance • Telephone 639-2125

December 17, 1979

Robert N. Bothman
ODOT
Metro Branch,
5821 N.E. Glisan Street,
Portland, Oregon 97213

Dear Sir:

I would like to strongly express my support for the 72nd Avenue/Highway 217 interchange project. Although no design is perfect and answers every need, this one appears adequate with the minimum disruption of the area and the neighborhood.

As the Chairman of the Tigard Planning Commission when the comprehensive plan was developed and adopted and as a former member of the Tigard City Council when the Tigard Triangle plan was worked on, I feel that it is much too late to disregard construction of this interchange. Too many other things hinge on its adoption. The interchange is already long overdue to help fit the traffic and transportation needs of the area. It fits into the current land use and development pattern for the eastern portion of Tigard because of past planning efforts and is certainly not an afterthought that just lately came up.

Again, I urge acceptance of the present plan and sebsequent construction as soon as possible. I can not think of anyone that will not benefit and that includes those that presently live in the immediate neighborhood.

Very truly yours,

J. Allan Paterson

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SABRE
CONSTRUCTION
COMPANY

ODOT - Ron K.

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DEC 17 1979
CITY OF TIGARD
MA PDM PDE TSE SPC

ODOT - METRO
DEC 19 1979
AM PPS FILE:T/A

December 13, 1979

The City Council
City of Tigard
Tigard, Oregon 97223

Re: Southwest 72nd Avenue Interchange

We are writing to express our unqualified support for this project which, in our opinion;

1. Is long overdue.
2. Is essential to the safe and orderly flow of traffic in the area.
3. Will significantly reduce the traffic load at the Bangy Road intersection.
4. Will facillitate and expedite the movement of vehicles to and from the 72nd Avenue corridor.

Cordially yours,

SABRE CONSTRUCTION COMPANY

R. G. Pike
President

RGP:njb

7225 S.W. Bonita Road □ P.O. Box 23187 □ Portland, Oregon 97223 □ Telephone 503 639-4141

134-1946-3-0

LAMB'S

AN Amfac COMPANY

RECEIVED
NOV 26 1979
CITY OF TIGARD

MA PDM PDE TSE SPC
ODOT - METRO
DEC 17 1979
AM PPS FILE T/A

November 20, 1979

Tigard City Council
Tigard City Hall
Tigard, Oregon 97223

RE: 72nd and 217 interchange

Dear Council:

We support the button hook approach in the 1979 design of this project.

It will have the least affect on Phil Lewis School, and people along Hunzinger.

The interchange will reduce traffic on collector streets such as 72nd from Pacific Highway, insuring better livability for this residential area.

Rolling Hills area has been assured Varns to the West will be closed.

Congestion at the interchange may require traffic lights and this can be implemented with studies.

This interchange will be more effective if 72nd to Bonita is widened as proposed.

The Haines interchange will complement the 72nd by funneling traffic down 68th to Hampton.

There is one office building on Hampton under construction which will house about three hundred (300) new employees. Another shortly will also be under construction, housing about two hundred (200) employees.

Tri-Met does not plan bus service to the triangle area within three years.

This means for every one hundred (100) new employees there will be seventy five automobiles entering the area.

It is imperative that this project be implemented as soon as possible. We ask for your support.

Yours very truly,

Sid Reese

Sid Reese
Manager
Executive Services

-78-

cc: Roger Brown, V. Pres., Lamb-Weston
Ron Kleinschmit, 5821 N.E. Glisan, Ptld.
Mike Oberhaufer, Farmers Insurance
John Crockett, Washington County Public Works Director

Lamb-Weston, a Division of Amfac Foods, Inc.
General Office: 6600 S.W. Hampton Street • P.O. Box 23517 • Portland, Oregon 97223
Phone 503/639-8612 • TWX 910/458-8796 • Cable: LAMBWESTON

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DEC 20 1979
CITY OF TIGARD

LINCOLNWOOD BUSINESS SERVICE
7100 S.W. Hampton St. Suite 121
Tigard, Oregon 97223
(503) 620-5161
TLX 360-958

- personal answering
- private offices
- notary public
- bond copying
- typing
- transcribing

December 12, 1979

Mr. R. R. Barker
City Administrator
City of Tigard
P.O. Box 23397
Tigard, OR 97223

RE: Southwest 72nd Avenue Interchange Project

We wish to express our support for the interchange and believe it will help to alleviate traffic problems now existing in the immediate area, and help increase not only our clientele, but also that of surrounding Tigard business. In many instances, clients run errands while we are doing their typing and it keeps them in the local area.

With all the new development at this interchange, the existing traffic jams will be increasing. There are times when it can take 10 minutes to get onto 217 from just around the corner.

Very truly yours,

LINCOLNWOOD BUSINESS SERVICE

Genie Rockwell

Genie M. Rockwell

GMR/cr

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ODOT - METRO
DEC 24 1979
AM PPS FILE: T/A

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COMMISSION -79- SERVICES
DEPARTMENT OF TRANSPORTATION

134-1946-300

Charles H. Samuel, O.D.
TIGARD OPTOMETRIC CLINIC
12420 S.W. Pacific Highway Tigard, Oregon 97223
Telephone: (503) 639-8844

December 5, 1979

RECEIVED
DEC 10 1979
CITY OF TIGARD

Tigard City Council
Tigard City Hall
12420 SW Main
Tigard, Oregon 97223

Dear Council Members:

I would like to express support for the proposed SW 72-Hwy 217 interchange as designed by the Oregon Department of Transportation.

I have found that particular area anoying in that quite often "you can't get there from here." The proposed modifications would make the area safer both from the standpoint of traffic flow and because anoyed and delayed drivers are not the safest drivers. This project, in the long run, would prove to be a benefit to both residents and businesses in the area.

Sincerely,

Charles H. Samuel

Charles H. Samuel

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DEC 17 1979

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134-1946-500

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
ADULT AND FAMILY SERVICES DIVISION
Clackamas Regional Office
COMMERCE PARK, 7100 S.W. HAMPTON STREET—SUITE #207, TIGARD, OREGON 97223

December 11, 1979

City Council
City of Tigard
PO Box 23397
Tigard, OR 97223

Dear Councilpersons:

The Southwest 72nd Avenue Interchange Project is extremely important and high desirable.

We strongly urge your favorable action on this project so that the Interchange can be completed.

Time and energy will be saved with the completion of this Interchange and traffic patterns will be significantly improved.

Sincerely yours,

Richard Schneider
F. Richard Schneider, Ph.D.
Manager, Clackamas Region
Adult and Family Services

FRS:mw

MA PDM PDE TSE SPC
ODOT - METRO
DEC 17 1979
AM PPS FILE T/A

AN EQUAL OPPORTUNITY EMPLOYER

UTILITY
EQUIPMENT INC.

• HOME OFFICE •
P.O. BOX 23009 • 12805 S.W. 77TH PLACE
PORTLAND, OREGON 97223 • (503) 620-0611
TELEX 15-1134

SEATTLE BRANCH
P.O. BOX 24387 • 3423 FOURTH AVE SO
SEATTLE WASHINGTON 98124 • (206) 624-1412

SPOKANE BRANCH
N. 3020 FLORA ROAD
SPOKANE WASHINGTON 99216 • (509) 928-9573
TELEX: 15-2320

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DEC 19 1979
CITY OF TIGARD

December 18, 1979

MA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

Tigard City Council
City of Tigard
P.O. Box 23396
Tigard, Oregon 97223

Reference: 72ND/217 INTERCHANGE

Gentlemen:

I would like to express my total support of the proposed Intersection of Highway 217 and 72nd Avenue.

I have been employed by Utility Equipment, Inc. for three years and have seen this business area grow substantially with the traffic increasing at an alarming rate.

This interchange would certainly reduce the heavy load of trucks, semis and cars now forced to use Hunziker Road to Hall and then to SW Pacific Highway in order to gain access to Highway 217.

This interchange would minimize the traffic congestion that now exists. I am honestly amazed that there has not been more severe accidents with the heavy traffic load as it is in this area.

Hall Blvd. was never constructed to see the now heavy traffic load that must travel this route and certainly an interchange would be much safer for all as well as a time saver which will result in energy conservation.

I sincerely appreciate you taking the time to read this letter and allowing me the time to express my opinion.

Very truly yours,

Valerie R. Smith
Valerie R. Smith

/rw

INVESTORS INSURANCE CORPORATION
POST OFFICE BOX 23035 • PORTLAND, OREGON 97223 • (503) 620-2580
E. P. STEINMETZ, Treasurer

[illegible] PDM TUE TSE SPC
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[illegible] 9 1979
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FILE T/A

December 17, 1979

Tigard City Council
C/O R. R. Barker, City Administrator
P. O. Box 23397
Tigard, Oregon 97223

Gentlemen:

All of us at Investors Insurance Corporation strongly urge your favorable consideration of the proposed 72nd Avenue Interchange improvements. We believe this area, north as well as south of the interchange, is a very attractive business location and its rapid growth will continue in the future. Many of our employees live to the west of the interchange and its completion would save them considerable gasoline as well as time.

We believe this project would help to relieve some of the very heavy traffic on Hall Boulevard and Pacific Highway. Giving the people who work in Sandburg Center an easy access to Highway 217 would undoubtedly reduce congestion in the area and create safer traveling conditions throughout the City of Tigard.

Sincerely,

E. P. Steinmetz

E. P. Steinmetz
Treasurer

EPS:ec

AN OLD LINE LEGAL RESERVE LIFE INSURANCE COMPANY

FEDERAL MEDIATION AND CONCILIATION SERVICE
UNITED STATES GOVERNMENT

December 17, 1979

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1979
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Mr. R. R. Barker, City Administrator
City of Tigard
P. O. Box 23397
12420 S. W. Main Street
Tigard, Oregon 97223

Dear Mr. Barker:

I am writing in support of the quick completion of the 72nd Avenue interchange at Highway 217.

On behalf of the four Federal Commissioners who cover Oregon and Washington out of our Tigard offices and on behalf of the one hundred plus clients who travel to conferences in our offices each month from all over the area, I cannot state strongly enough the feeling that this interchange will tremendously improve access in and out of the area.

The four of us work, do our banking and shop in Tigard, so we have a specific and personal interest in the future of Tigard.

Quick completion of the interchange is a positive step.

Sincerely

Paul F. Stuckenschneider
Paul F. Stuckenschneider
Commissioner
Federal Mediation and
Conciliation Service

PFS/gms

Suite 126
7100 S. W. Hampton Avenue
Tigard, Oregon 97223

Phone 221-2176

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DEC 19 1979
CITY OF TIGARD

ADMINISTRATIVE
OFFICE
PHONE: 653-3300

FIRST STATE BANK OF OREGON
10888 S.E. MAIN STREET, MILWAUKIE, OREGON 97222
P.O. BOX 22085 MILWAUKIE, OREGON 97222

MA PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

Tigard City Council
12420 S. W. Main Street
Tigard, Oregon 97223

Dear City Council Members:

Please put us on record as favoring the proposed interchange improvements at S. W. 72nd Avenue and Highway 217.

The growth of traffic has prompted the property owners to start an LID project to widen and improve S. W. 72nd Avenue.

It is absolutely essential, in our opinion, that some improvement also be made in the near future at this interchange.

Sincerely,

FIRST STATE BANK OF OREGON

Ned Takasumi
Vice President
Building and Planning

TNT/bev

17 December 1979

cc: Chuck Anderson, Manager
Tigard Office

RRB

CITY OF TIGARD
P.O. Box 23397
12420 S.W. Main
Tigard, Oregon 97223

December 10, 1979

LETTER TO INTERESTED PARTIES

Subject: Southwest 72nd Avenue Interchange Project

Over the past few months, I have been asked by several industries in the 72nd Avenue area to notify them and other neighboring industries of any significant changes in the status of the proposed 72nd Avenue Interchange Project.

On Wednesday, December 19, 1979, at 7:30 P.M., at Fowler Junior High School, 10865 SW Walnut Street, Tigard, Oregon, the Oregon Department of Transportation will hold a public hearing on the proposed 72nd Avenue Interchange Project. Informational material developed by ODOT will be on display from 5:30 - 7:30 P.M. prior to the hearing.

The final decision as to whether or not the Interchange will be constructed will be made by the Tigard City Council. If the Council votes "no" on the Interchange the State will use the money earmarked for this on some other project. If the Council votes "yes" then ODOT will do the final engineering of the project and put it out to bid.

You are invited to attend the public hearing or write a letter to the City Council prior to the hearing expressing your support of, or opposition to the project.

For further information, contact Ron Kleinschmit, Project Coordinator, at 238-7437.

Sincerely yours,

RRBarker

R. R. Barker
City Administrator

RRB:lw

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JAN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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72nd/217 Interchange: support it or 'kiss it good-bye'

The expansion of Tigard's SW 72nd Avenue/Highway 217 Interchange has been in the planning for so long that it couldn't go astray now. Right?

Wrong.

An official with the Oregon Department of Transportation (ODOT) recently advised the Chamber that if local business interests don't stand up and voice some support for the interchange project, they can "kiss it good-bye."

Hotline
Vol. II, No. 4 Tigard Area Chamber December, 1979

Organized opposition to the interchange has cropped up throughout the project's four-year history and is coming to a climax as local governments face a final "go" or "no go" decision. Despite the implied support of business and the backing of Tigard area planning groups, ODOT maintains that the interchange proposal could well be ashcanned by vocal opponents.

The folded diamond design, selected by ODOT engineers from several alternative designs, calls for construction of west access ramps to and from SW 72nd Avenue at Highway 217. The existing interchange provides access to and from the east only.

Construction of the folded diamond, now estimated at a cost of $1.2 million, would involve relocation of both existing ramps, closure of SW Hampton Street at its 72nd intersection, and construction of a new 30-foot street between Hampton and SW Gonzaga.

The purpose of the project, as expressed in ODOT engineering reports, is to improve access to and circulation within Tigard's 72nd Avenue industrial and commercial areas. A major result of the project is likely to be stepped-up development of the so-called "Tigard Triangle" area east of Highway 217. Development of that region has been hampered in the past by access problems.

ODOT staff makes no official recommendation for or against the interchange construction. In their draft impact statement, however, ODOT engineers stress that a no-build alternative is likely to have more negative effects on the surrounding area than the build alternative.

Even though noise and traffic volumes will increase in adjacent residential neighborhoods, ODOT notes that construction of the proposed interchange and realignment of local streets will create safer travelling conditions for both vehicles and pedestrians.

All local residents and business people are invited to attend an informational session on the interchange project at 7:30 p.m. Monday, Dec. 3, at Fowler Junior High School. For those who cannot attend the session, or for those who would like more detailed information, copies of the ODOT plans and impact statement are available in the Chamber office.

A final decision on the project will follow closely upon the outcome of a Dec. 19 public hearing, scheduled for 7:30 p.m. at Fowler Junior High. Both oral and written testimony will be accepted.

If the city council agrees to proceed with the project on the basis of Dec. 19 testimony, ODOT will begin final engineering and right of way acquisition, with construction to begin in 1981.

Pay Less calls off sale

Pay Less Drug Stores Northwest announced on Nov. 27 that previously announced plans to sell the Oregon-based chain have been terminated.

The Pay Less Board of Directors issued an announcement that the firm will continue as an "independent public company." The chain had been negotiating an agreement with Kohlberg, Kravis, Roberts & Co. tor acquisition of Pay Less stock at $27.50 per share.

RECEIVED
DEC 19 1979
CITY OF TIGARD

RH PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

December 17, 1979

Tigard City Council
City of Tigard
P. O. Box 23397
Tigard, OR 97223

Reference: 72ND/217 INTERCHANGE

Gentlemen:

As an employee in the Tigard industrial area, I strongly support the construction of the proposed Interchange at the intersection of 72nd Avenue and Highway 217!

I have worked for the same company for the past four years and the traffic congestion on S. W. 72nd & Hunziker Road/72nd & Hall Blvd. has become deplorable! It's no longer advantageous, or safe, to commit myself to the streets anywhere between 4:00 P. M. and 5:30 P. M. I have resigned myself to idle my time away (while my family is waiting at home for their dinner) until the heavy flow of traffic decreases and I can safely proceed on my way. What I am saying is, there not only is a time factor involved, but most important....a SAFETY factor!

We have been told to conserve energy! It's rather difficult to do when you're sitting in traffic waiting to get across a busy street. For this reason alone, I don't see how the Oregon Department of Transportation could "kiss this project goodbye!"

Please voice my opinion at the public hearing on December 19, 1979.

Thank you.

Sincerely,

Marlene Thompson

-88- Marlene Thompson

4211 S. Calaroga Ct.
West Linn, OR 97068

Dec. 19 1979

Mr. Ronald Klienschmit.

My name is Bob Tommy. I live at 7120 S.W. Gonzaga St. Tigard

Oregon.

Mr Klienschmit i am against the 217 & 72 st interchange. In reading your DRAFT NEGATIVE DECLARATION no where do i find anything addressing my property with reguard to impact to this property and my famley, which you plan to take a part for the new road between HAMPTON St. and GONZAGA St.

I have several problems with this new road and traffic pattern. One the noise and the lights from the increase traffic and new road will be coming into my dinning room and master bedroom. Could you please put up some kind of Barrier or live fence approx. six foot tall to take care of this. The second is a problem with the drainage. Just last year i realign this hole propertys drain age system to relive a very bad flooding problem under my house and grounds in general. you will be removing all of my lower drainage (South west Corner) possibaly causing a re-flooding problem.

Mr Klienschmit could you please reasure me this will NOT happen by giving to me a letter from ODOT stating this problem will not accure. Finally with the new road coming so close and the extra noise and lights impacting this house(11,400 cars and trucks per day PAGE SIX D.N.D.) This property will not be suitable for residental housing use and devaluating my property. I am asking for damages (To be determined). And what property you plan to take to be paid for at commerical rates per Sq. foot(To be deter mined) for commercial prime property.

Thank you for excepting this letter. I am awaiting your return letter in responce.

RESP. YOURS
Mr Bob L. Tommy

Bob L Tommy

COPYS TO:
TIGARD CITY
COUNSEL

PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS FILE T/A

Paul and Lenore Warner
300 S.W. Century Oak Driv
Tigard, Oregon (97223)
Phone 639-2349

December 27, 1979

Robert N. Bothman Adm.
Metroplitan Branch
Oregon Dept of Transportation:
5821 N.E. Glisan
Portland, Oregon(97213)

Interchange 217 and 72nd Ave

Gentlemen:

We own property on 72nd st at 13515 S. W. 72nd ave and have owned this property since 1945 which have a house on this property at this time.

We are very much in favor of this interchange on 217 and 72nd ave The traffic has increased so much in the last 5 years that the road is overloaded, so any changes in this street would be a asset to the area.

We do know that thru your department that the traffic and signals can be worked out to the benifit of the road and community.

Again we would like to see this project started as soon as possible

We attented the meeting which was held on Dec 19, but did not speak but we certainly have to look to the future for this area

Yours truly,

Paul R. Warner
Paul R Warner

MA PDM PDE TSE SPC
ODOT - METRO
JAN 02 1980
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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear sir,

I am a home owner in the Rolling Hills area, and am writing this in regard to the proposed 217 - 72nd interchange.

Am opposed to this build for several reasons. I believe a monster is being created in many of the locations, first the added traffic near the school. Secondly the Hunziker - 72nd interchange, approximately one half of the traffic coming up Hunziker to 72nd continues accross 72nd, the proposal would force this traffic into the Varns - 72nd intersection. The traffic at this intersection, is as you must know, partially the recidents of Rolling Hills and partially that of the new business on 72nd, this is also one of the two exits/entrances to Rolling Hills. The study made by

ODOT is most inaccurate both from the traffic count at these (Hunziker and Varns) intersections and air quality. I'm sure the traffic count was not taken at peak period noon and late afternoon. Air quality is now slightly above limits per D.E.Q. at these locations, true, we are all, in Washington County required to be checked, but in my own check of Hunziker 72nd, almost a fourth of the cars and trucks are out of state.

Again, I think this money could be spent on something other than to harass people.

C.E.H[illegible]tner
13355 S.W. 76th

MA PDM PDE TSE SPC
ODOT - METRO
DEC 31 1979
AM PPS
FILE: TIA

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COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DEC 19 1979
CITY OF TIGARD

December 18, 1979

PDM PDE TSE SPC
ODOT - METRO
DEC 19 1979
AM PPS
FILE T/A

Tigard City Council
City of Tigard
P.O. Box 23396
Tigard, Oregon 97223

Reference: 72ND/217 INTERCHANGE

Gentlemen:

I support the proposed Interchange of Highway 217 and 72nd Avenue.

I am a new employee to the Tigard area and I travel in the Hillsboro to Tigard traffic each day. This traffic is very frustrating and dangerous. Each day I feel like I have to fight to get to work and fight to get home again.

I am sure there are many others who feel the same as I do, and people would have better days at work and home without having to fight traffic each day.

This propose 72nd/217 Interchange will help in traffic safety, time (energy conservation) and the heavy flow of traffic in the Tigard area.

Thank you.

Very truly yours,

Roberta L Whiteside

Roberta L. Whiteside

110 N.E. 40th
Hillsboro, Oregon 97223

WHOLESALE BUILDING MATERIALS
Northern Yards, inc.
7400 S.W. LANDMARK LANE PORTLAND, OR 97223
P.O. BOX 23368 TELEPHONE: 620-2445

MA PDM PUE TSE SPC
ODOT - METRO
[illegible]
AM PPS FILE T/A

December 20, 1979

Tigard City Council
12420 SW Main Street
Tigard, Oregon 97223

Dear Council Members:

Since I was unable to represent our firm at the recent hearing regarding the interchange planned for Hiway 217 and SW 72nd, I thought I would write you a letter expressing our feelings concerning this plan.

Our firm is very much in favor of this project taking place. We serve between 50 and 100 trucks daily from our warehouse and many of them approach our area from the west. The inconvenience and the time lost by the "round about" way that these vehicles come into our business is very costly in terms of time lost. Those this may seem trifle when speaking of one trip, it becomes a sizable expense when the time is multiplied by the number of truck trips made each day to reach our warehouse.

About 1/3 of our staff lives in an area that also requires a west approach, and to them the inconvenience is a nuisance and a waste. A number of these approaches by our employees and by the various trucks coming into our warehouse are made thru Tigard by using the Hall Blvd intersection. I am certain that a number of other firms are confronted with this same approach and would agree with us that by placing the interchange, where planned, this would nearly stop the congestion and delay at Hall Blvd.

Please give this plan thorough thought and discussion as you have been. Your consideration is greatly appreciated.

Sincerely,

Duane A. Wolfe
Duane A. Wolfe
President-General Manager

cc:file

NORTHERN YARDS, INC.

RECEIVED
JAN 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-7437

In Reply Refer to
File No.
134-1946

Pre-hearing Informational Handout

S.W. 72nd Avenue Interchange
Beaverton-Tigard Expressway
Washington County

PROJECT PURPOSE:

The primary goal for the proposed project is improvement of access to the area known as the Tigard Triangle (an industrial/commercial area), to and from the west on the Beaverton-Tigard Expressway to Southwest 72nd Avenue. This would be accomplished by addition of two new ramps, completing the interchange. The secondary goal is improvement of Southwest 72nd Avenue within the interchange area, to relieve the existing traffic congestion, and congestion created by the addition of the new access ramps.

HISTORY:

The proposed project was submitted to the Columbia Region Association of Governments (CRAG) by Washington County and the City of Tigard as a high priority. By CRAG resolution in February of 1977, the project was approved for funding from Mt. Hood Transfer funds. The CRAG resolution was supported by the Transportation Technical Advisory Committee and its Interstate Transfer Committee, in accordance with established criteria and policy. The City of Tigard reaffirmed its priority for the project in the form of a resolution in February 1977.

Preliminary engineering was begun in June of 1977, and a Citizen Advisory Committee (CAC), comprised of residents and business representatives of the project area was formed. The CAC along with a Technical Advisory Committee, considered six separate alternatives. Four of the alternatives, along with several options, were discarded. The project was dormant for nearly one and a half years while the air quality was reviewed by the Department of Environmental Quality. The project as proposed, was found to be consistent with the Oregon Clean Air Implementation Act. In 1979, ODOT proceeded to complete the preliminary design and the draft environmental document, known as a Negative Declaration.

PROJECT DESCRIPTION:

A no-build alternative, which proposes no improvements, expenditure or changes in the existing conditions. (By law the no-build alternative must be considered in comparison with the build alternative).

Basically, the proposed interchange improvements require a minor relocation of the existing ramps to provide for two additional ramps. The typical section of the new ramps consists of a standard design width of 16 feet, paved shoulders, rock slopes and a ditch section in the cut area.

The typical section of Southwest 72nd Avenue consists of two 12-foot travel lanes, three-foot paved shoulders, curbs and gutters and a ten-foot pedestrian/bikeway from approximately Beveland Street to Southwest Fir Court.

In addition, there are a series of left turn median refuges at the major intersections from the northerly relocated school access to the Southwest Varns Street connection on the south. Right turn lanes are provided to the ramp connections and Hampton Street. Storm sewers and inlets will be included as required to handle run-off.

Other improvements included in the proposal are:
- Relocation of the north access to the Phil Lewis Elementary School.
- Expansion of the intersection of Hunziker Street and Southwest 72nd Avenue.
- Minor improvements to the two connections of Varns Street and Southwest 72nd Avenue and various other public and private connections to Southwest 72nd Avenue.
- The existing Hampton Street connection would be closed and a connector street constructed.
- The existing structure over Highway 217 would remain intact, exclusive of minor revisions removing the east walkway, expansion of the west walkway, and the addition of standard traffic shoulder barriers.

In conclusion, a minor drainage improvement is proposed across the elementary school property, to eliminate erosion and flooding problems.

FUNDING:

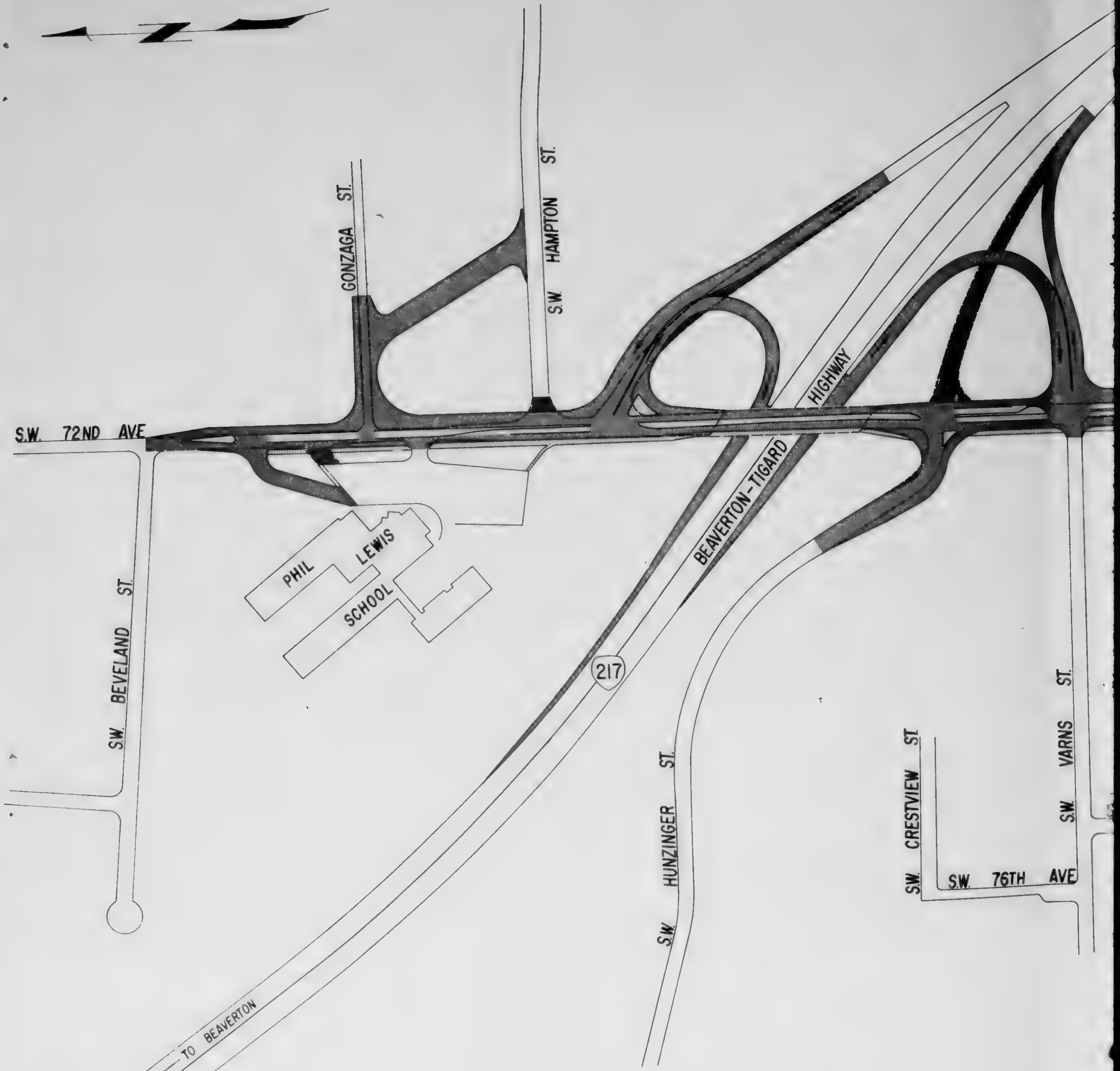
Funding for the project would be 85% federal funds, to be drawn from the Mt. Hood Freeway Transfer funds, and 15% local match to be drawn from the state bond program. Project costs are approximately $894,000 for construction and $256,000 for right-of-way acquisition, for an estimated total of $1,150,000 FY 1980 dollars.

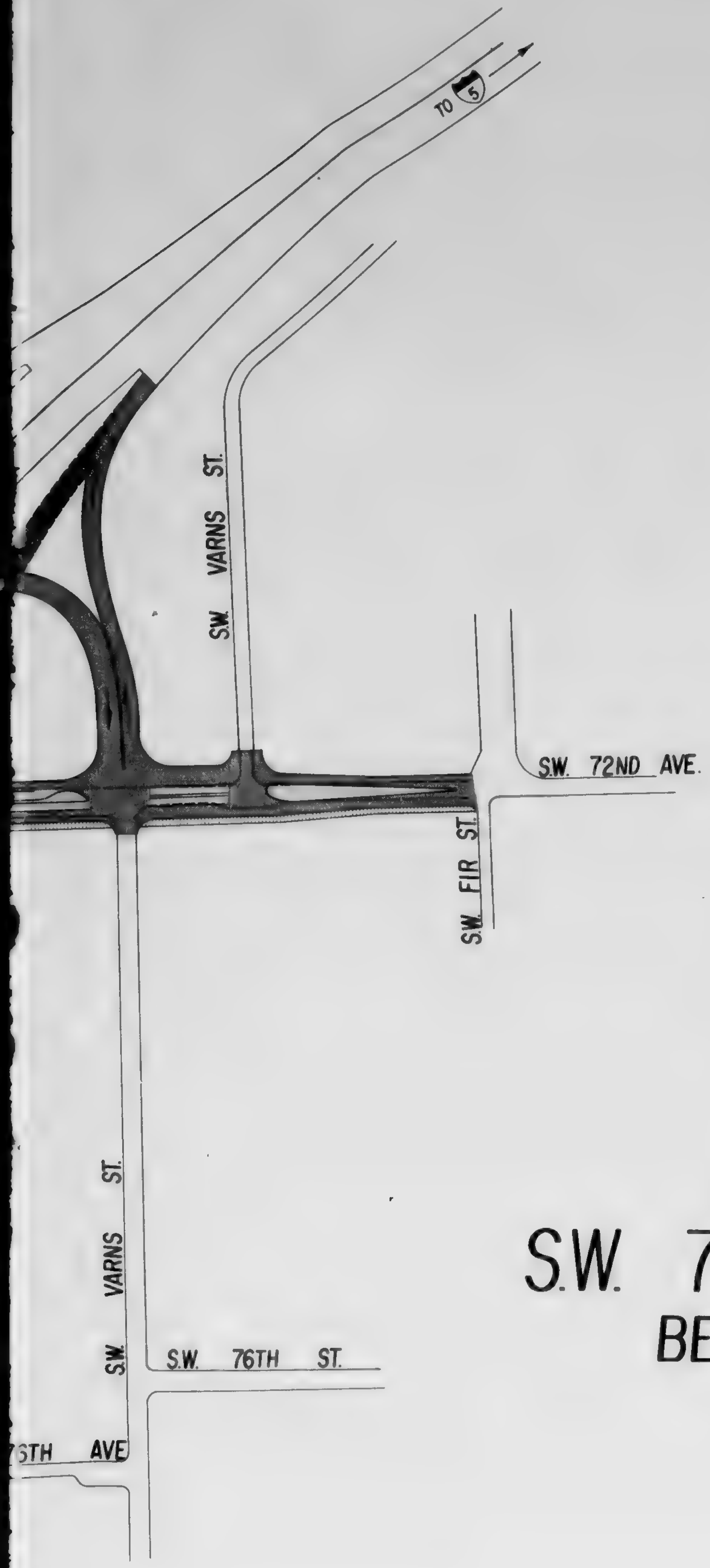
PRE-HEARING ACTIVITIES:

November 19, 1979 - Citizen Advisory Committee meeting.

December 3, 1979 - Presentation to Tigard City Council at their regular work session.

December 19, 1979 - Formal public hearing.


N
GONZAGA ST.
S.W. HAMPTON ST.
S.W. 72ND AVE
PHIL LEWIS SCHOOL
S.W. BEVELAND ST.
BEAVERTON-TIGARD HIGHWAY
217
TO BEAVERTON
S.W. HUNZINGER ST.
S.W. CRESTVIEW ST.
S.W. VARNS ST.
S.W. 76TH AVE



LEGEND

■ NEW CONSTRUCTION
□ MEDIAN LANE
■ REMOVE EXISTING ROADWAY
□ SIDEWALK/BIKE PATH

OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR - DESIGN HEARING MAP

S.W. 72ND AVE INTERCHANGE

BEAVERTON - TIGARD HIGHWAY

WASHINGTON COUNTY
1979

DOCUMENT MISSING

NOT FILMED

DOCUMENT NUMBER: 9468#2
S.W. 72nd Ave. Lit-

POST-HEARING TENTATIVE SCHEDULE:

December 31, 1979 - End of hearing comment period.

TENTATIVE SCHEDULE:

January 21, 1980 - City Council may review the Draft Hearing Study Report.

January 28, 1980 - City Council may select alternative.

February 4, 1980 - Begin Final Negative Declaration (assumes selection of build alternative).

April 1980 - Final Negative Declaration completed.

May 1980 - Begin right-of-way purchases and final design.

January 1981 - Estimate contract date.

For additional information, contact Ron Kleinschmit, Project Coordinator, Telephone 238-7437, address Metropolitan Branch of the Oregon Department of Transportation, 5821 N. E. Glisan, Portland, OR 97213.

SUMMARY OF ENVIRONMENTAL IMPACTS:

Probable Impact of Alternatives (1996)

IMPACT CRITERIA	NO-BUILD	BUILD
Traffic		
Hunziker	205% Increase	76% Increase
72nd (between Ramps and Hampton)	142% Increase	138% Increase
72nd (south of Hunziker & Ramps)	150% Increase	144% Increase
Eastbound On-ramp	120% Increase	120% Increase
Westbound Off-ramp	120% Increase	120% Increase
Westbound On-ramp	N/A	161% Increase
Eastbound Off-ramp	N/A	161% Increase
Hampton Street	184% Increase	184% Increase
72nd (north of Hampton)	100% Increase	94% Increase
Projections do not include carpooling or mass transit		
Land Use		
Area north of Beaverton-Tigard Expressway on 72nd Avenue	Negative impact on land use plan	Consistent with land use plan
Area south of Beaverton-Tigard Expressway on 72nd Avenue	Minimal impact on land use plan	Consistent with land use plan
Air Quality		
Project study area	Increase in air pollution Consistent	Increase in air pollution Consistent
Noise		
Project study area	Minor Increase in noise levels	Minor increase in noise levels

APPENDIX B

CITY COUNCIL RESOLUTION

CITY OF TIGARD, OREGON

RESOLUTION No. 80- 07

A RESOLUTION OF THE TIGARD CITY COUNCIL CONFIRMING ADOPTION OF PLANS FOR THE S.W. 72ND AVENUE INTERCHANGE, BEAVERTON-TIGARD EXPRESSWAY (HIGHWAY 217) AND AUTHORIZING THE OREGON DEPARTMENT OF TRANSPORTATION TO INITIATE THE FINAL NEGATIVE DECLARATION.

WHEREAS, the City Council has received and reviewed plans for the S.W. 72nd Avenue Interchange, Beaverton-Tigard Expressway (Highway 217); and

WHEREAS, the City Council has held meetings with O.D.O.T. staff and concerned citizens regarding this project, including a public hearing; and

WHEREAS, the City Council feels there is a real need for the construction of an interchange at S.W. 72nd Avenue and Highway 217; and

WHEREAS, State Law ORS 373.015 requires that before the Department of Transportation acquires within any incorporated city, any new right-of-way or relocates or abandons any existing state highway within that city, the State shall notify the Mayor of the action contemplated, and the City acknowledges that this notification has been made by the Department of Transportation.

NOW, THEREFORE,

Be it resolved by the Tigard City Council thatthe project for the S.W. 72nd Avenue Interchange, Beaverton-Tigard Expressway be adopted per the modified plan presented at the January 28, 1980 City Council meeting with the following additions: 1. Screening to be provided along the West side of S.W. 72nd Avenue (from Hunziker to a point approximately 100 feet South of Varns Street). 2. O.D.O.T. to use the most current traffic data available for noise and air quality reports, and further authorizes the Oregon Department of Transportation to initiate the final negative declaration for the project.

PASSED: This 11th day of February, 1980.

Mayor

ATTEST:

Doris Hartig
Recorder

9411.8

TRA 7-10

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.
378-6537
TELEPHONE

TO: W. J. Hart
Bridge Engineer

DATE: January 30, 1980

FROM: L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT: SW 72nd Avenue Interchange (Tigard)
Highway No. 144 Beaverton - Tigard
Washington County
Proposed Illumination

As requested, the above project has been reviewed for illumination.

A copy of the necessary approval of the State Highway Engineer is attached to install partial interchange illumination at this interchange.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

Attachment
cc: E. S. Hunter w/attachment ✓
J. H. Versteeg w/attachment
Ed Hardt w/attachment

RECEIVED
TECHNICAL SERVICES
JAN 31 '80
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	[illegible]

TRA 16-1

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 25, 1980

RECEIVED
STATE HWY ENGR
JAN 28 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: L. E. George
Traffic Engineer

SUBJECT: SW 72nd Avenue Interchange (Tigard)
Highway No. 144 Beaverton-Tigard
Washington County
Proposed Illumination

The above project has been reviewed for illumination using the "Guidelines for Illumination".

Southwest 72nd Interchange meets warrants for partial interchange illumination, and we recommend that the partial illumination be installed as part of the project.

We request your approval to install illumination as recommended.

L E George
L. E. George
Traffic Engineer

VLT:jrb

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE 1-28-80

George
AA
cy [illegible]

RECEIVED
JAN 29 1980
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

NOTED
DWAYNE [illegible]

1982 SW 72nd Ave. Int. Sec. of 9468
the Beav.-Tig. Hwy. (Gr., Pav.,
Struc., Sign., Ill., Sig.) #1

ROAD DESIGN SECTION 378-6558

Tony George, Engineering Coordinator
Environmental Section

September 11, 1979

ADOlson
A. D. Olson
Preliminary Design Engineer

S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Berm No. 1 as indicated in your August 17 letter is not feasible due to the limited right-of-way. Additional right-of-way was not considered since this is a school playground area and presumably would require 4(f) consideration.

Noise measurements and predictions indicate the project will not increase the noise levels over the existing condition in this area, more than 1 or 2 dBA. All receptors in this area appear to meet federal design noise levels now and in the future with the exception of the southwest corner of the Phil Lewis School athletic field.

The field estimates indicate an excess of 6,000 cu yds of earthwork material in the project. Using this material, a berm approximately 600 feet long could be constructed within the existing right-of-way using 1½:1 outside slopes and 2:1 slopes on the highway side. The berm could be placed in the area between Sta 431 and Sta 439 Lt. The exact location should be determined by the maximum amount of attenuation that can be achieved for the southwest corner of the Phil Lewis athletic field. This berm would fail to break the line of sight to the receptor in some areas as the top of the berm would only be approximately 4 to 6 feet above the edge of the pavement. Since this material is excess to the normal project needs, the cost to build this berm would be negligible and no attempt was made to determine the cost of hauling and placing the material in the berm as opposed to disposing of it in some other manner.

To provide the barrier indicated in your letter would require adding approximately 750 feet of 10-foot-high wall (at $145/foot) and 600 feet of 4-foot wall on top of the berm (at $70/foot), for a total additional cost of approximately $150,000.

/ Versteeg ✓
Anderson
Christensen
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Sullivan
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Wakerlig

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SEP 11 1979
ROAD DESIGN SECTION

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Berm No. 2 as indicated could not be constructed within the proposed right-of-way. A 6 to 10-foot-high concrete wall, 250 feet long, could be constructed inside the proposed right-of-way line and would break the line of sight to the receptor by approximately two feet. The estimated cost for this wall would be $24,000, at $95 per lineal foot. It should be noted that the proposed right-of-way appears to take the existing drain field, and properties in the area are rapidly changing to commercial usage. Both factors would tend to cast doubts on continued use as a dwelling the house you are attempting to protect.

There would be no apparent adverse impact to the road design by building either of the walls or wall-berm combination.

This project would be calssified as Type 1-A along Highway 217 and the interchange ramps and as Type 1-B along S.W. 72nd Avenue.

ADO:cj

5E-158

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
August 17, 1979
Salem, OR 97310

FROM: Tony
Anthony J. George, Engineering Coord.
Environmental Section

TO: J. H. Versteeg, Manager
Engineering Section

SUBJECT: DEIS Noise Study Report
SW 72nd Avenue Interchange
Beaverton-Tigard Highway #217
Washington County, Oregon
GV-36

The following information is being requested in order to document preliminary findings of our noise study report for the above referenced project. Due to new departmental policy, feasibility and cost effectiveness of mitigation measures are now being determined at the draft stage of the Environmental Impact Statement whenever possible.

The noise study report indicates that the Phil Lewis School Activity Field, the south side of Phil Lewis School, and several houses on SW Beveland Street would benefit from a noise berm parallel to Highway 217 extending from "L" Station 445+80 Lt. 1,500 feet ~~eastward~~ westward (see attached sketch).

Also, a 250 foot berm is being considered right of "K" Station 454+50 to "K" Station 457+00. This berm would reduce noise levels at the house in this area. It could serve as a disposal area for excess material.

Please evaluate engineering feasibility and estimate costs for these two mitigation measures. Please determine if extra right-of-way would be needed and any other benefits or problems attributed to these measures. Noise characteristics are detailed below.

Number	Location	Size	Amount of dBA Decrease	Number of Receptors Mitigated
Berm No. 1	"L" 430+80 Lt. to	1500' Length	5 dBA	Phil Lewis School
	"L" 445+80 Lt.	15-18' Height	6 dBA	Athletic Field
			2-3 dBA	8 Residences
Berm No. 2	"K" 454+50 Rt. to	250' Length	8 dBA	1 Residence
	"K" 457+00 Rt.	10' Height		

If there are any questions, please contact Tim Thex or myself.

AJG:TT:brl

Attachment

cc: A. Olson w/attachment
Tim Thex
Donna Kilber

Versteeg
Anderson
Christensen
Olson
Sullivan
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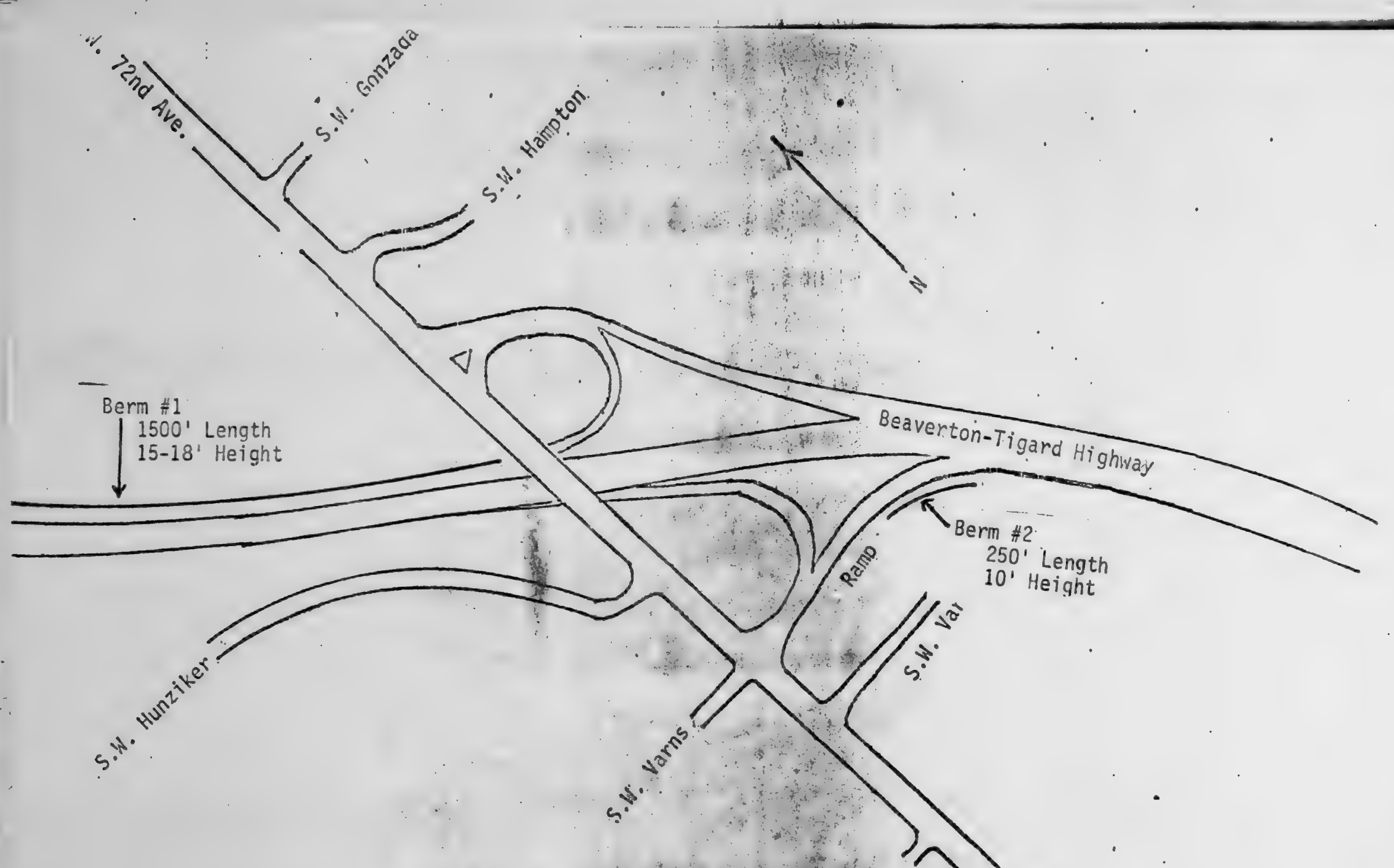

FIGURE 3

S.W. 72nd AVE. INTERCHANGE

LOCATION OF MITIGATION ON PROJECT

7/31

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
August 17, 1979
Salem, OR 97310

FILE:

Tony

FROM: Anthony J. George, Engineering Coord.
Environmental Section

TO: J. H. Versteeg, Manager
Engineering Section

SUBJECT: DEIS Noise Study Report
SW 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County, Oregon

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Please evaluate engineering feasibility and estimate costs for these two mitigation measures. Please determine if extra right-of-way would be needed and any other benefits or problems attributed to these measures. Noise characteristics are detailed below.

Number	Location	Size	Amount of dBA Decrease	Number of Receptors Mitigated
Berm No. 1	"L" 430+80 Lt. to "L" 445+80 Lt.	1500' Length 15-18' Height	5 dBA 6 dBA 2-3 dBA	Phil Lewis School Athletic Field 8 Residences
Berm No. 2	"K" 454+50 Rt. to "K" 457+00 Rt.	250' Length 10' Height	8 dBA	1 Residence

If there are any questions, please contact Tim Thex or myself.

AJG:TT:brl

Attachment

cc: A. Olson w/attachment
Tim Thex
Donna Kilber

1 Versteeg 1
Anderson
Christensen Copy
2 Olson
Sullivan Copy
Terpin
Trout Copy
3 Wakerlig

RECEIVED
AUG 20 1979
ROAD DESIGN SECTION

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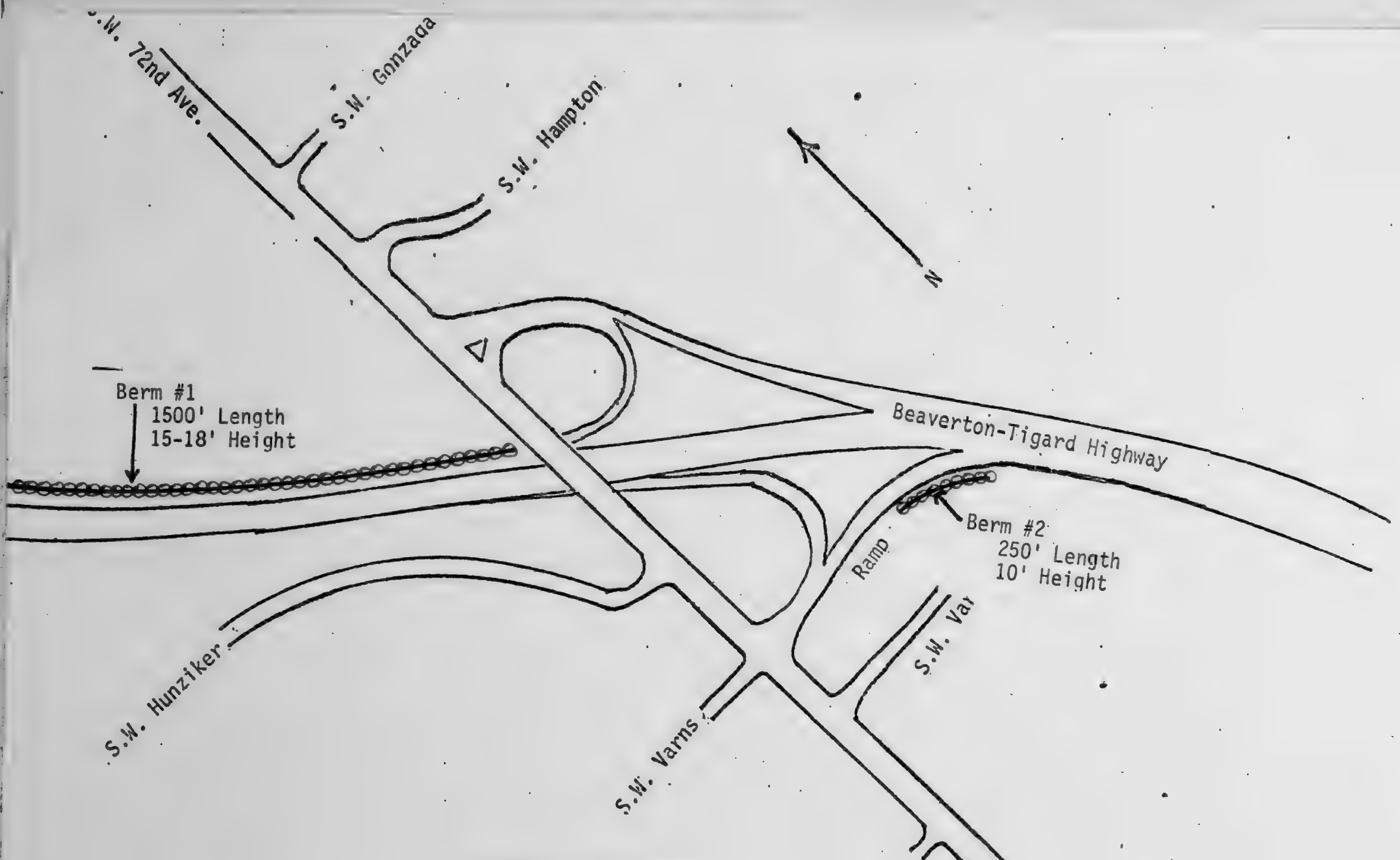


FIGURE 3

S.W. 72nd AVE. INTERCHANGE

LOCATION OF MITIGATION ON PROJECT

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-79(4)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 11, 1979
Section SW 72nd Ave. Interchange
Unit (if appl)
County Washington
City Tigard
Highway Beaverton-Tigard
State Hwy. No. No. 144
Termini: M.P.(if appl) 6.69 on Hwy. 217
Length App. 0.5 miles
Region 1 (One)
Construction Estimate 950,000
Program Amount

B. Purpose of Project:

To create a full interchange by adding an on-ramp from 72nd Ave. westbound to Highway 217 and an off-ramp eastbound from Highway 217.

C. Origin & History of Project:

The areas along 72nd Avenue both north and south of the interchange are zoned and planned for commercial and industrial development. As these areas have developed, traffic bound to and from the west has been required to take a circuitous route via Hunziaker Road or make an awkward U-Turn at an intersection of the South Tigard Interchange. Washington County had designated the project as its first priority for the Statewide Bond Program. The road has since been given to the City of Tigard which wishes to pursue the project.

D. General Description of Project:

Two new ramps will be added to the interchange. The existing ramps will be moved to accomodate the new ramps. 72nd Avenue will be improved to urban standards within the project area. Hampton Street will be closed at 72nd Avenue and a connection will be made between Hampton and Gonzaga.

Alignment: New ______ Existing ______ Combined XXX

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. XX ; Parking ____
Proposed: No. Lanes 2 ; Med. XX ; Shldrs. XX ; Parking ____

Traffic: Existing Facility: 72nd Ave. between ramps & Hampton
Existing ADT 5,200 ; Projected ADT 12,600 ; Yr. 1996
Existing Level of Service ____

Proposed Facility: Projected ADT 12,400 ; Yr. 1996
Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No

Acres 3 ; Type of Relocation Req. None ; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Additional materials will be required. A commercial source will be used.

Type of Structure(s):

Existing overcrossing structure will be retained and restriped. Sidewalks will be altered.

Brief Description of River or Stream and Type of Involvement, if any:

Fann Creek is outside but near the project area and receives the runoff from the project area.

Local City, County or COG priorities of project:

Was the top county priority. The county has transferred 72nd Avenue to the City of Tigard. The City of Tigard considers the project of high priority.

FHWA and/or OSHD approvals given, if any:

PS&E has been given.

Location or Design Alternatives (identify and describe):

Several alternatives have been considered during project development but only one alternative is being advanced. Severe right-of-way and topographic constraints and strong public opposition have limited the viable solutions.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located in an area of rolling topography. As 217 approaches the 72nd Avenue interchange from the west, it crosses a small drainage which originates in the Tigard Triangle area and flows southerly to Fanno Creek. ORE 217 is on a fill as it crosses this drainage, then it cuts deeply through the ridge along which 72nd Avenue passes. The resulting differences in elevation between the two highways will require significant amounts of earthwork to achieve an acceptable grade for the westbound 217 off-ramp. Six 80' Douglas Firs stand between 217 and Lewis School. Most other vegetation likely to be affected consists of grasses and herbs. A small grove of trees - mostly hardwoods - lies in the low area between 217 and Lewis School. Soils consist of heavy clays, with exposures of basalt in the existing cut slopes.

2. Cultural:

The existing single-family residential areas in the Tigard Triangle are gradually being converted to office commercial and industrial uses, as proposed in the adopted NPO #4 land use plan (Tigard Triangle). This trend is resulting in increased traffic to and from the area and will increase noise levels and reduce air quality. The pastoral setting of the area is being overtaken by this intensified development. Lewis School is located in the northwesterly quadrant of the interchange; a single family residential neighborhood, Rolling Hills, lies just south of 217, west of 72nd Avenue. Further south, 72nd Avenue serves industrial sites between I-5 and the Southern Pacific Railroad lines.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most acquisition will be from commercially zoned property. Some residential frontage will be required. Owners of commercial property are aware of the proposed design and are planning accordingly.

2. Estimated Impact on Traffic Patterns:

Will reduce out of direction travel necessary to gain access to the Tigard Triangle.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality has been determined to be consistent with the SIP. Noise impacts will increase at the school and three residences on 72nd Avenue.

3. Estimated Impact on Land Use:

Lane use in the Tigard Triangle is undergoing rapid transition from residential to commercial and industrial development. Improved access at 72nd Avenue will further stimulate the process.

Consequences:

Land use changes support the adopted land use plan. The completed 72nd Avenue interchange is an integral part of the transportation element of the plan.

4. Expected Impact on Natural Ecological Resources:

No significant direct impacts.
Secondary development will result in a significant reduction of existing natural vegetation and habitat now widely distributed in the Tigard Triangle area.

Consequences:

Locally reduced bird populations and species diversity.

5. Expected Impact on Cultural and Scenic Resources:

Conversion of lower density, semi-rural residential situation to more intense uses.

Consequences:

Reduced opportunities for semi-rural life styles near urban amenities. Reduced visual amenities associated with existing open space and woodlands. Increased noise levels and traffic near Lewis School.

6. **Preliminary Identification of Areas of Critical Concern:**

Noise and traffic increases at Lewis School.

7. **Potential for Controversial Issues:**

Neighborhood concern that truck traffic may accidentally enter Varns Street. Potential impacts to Lewis School.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**

Consistent

b. **Noise Standards**

Exceeds design noise levels at several locations.

c. **Water Quality Standards**

Consistent

d. **Area Land Use and Transportation Plans, and Zoning**

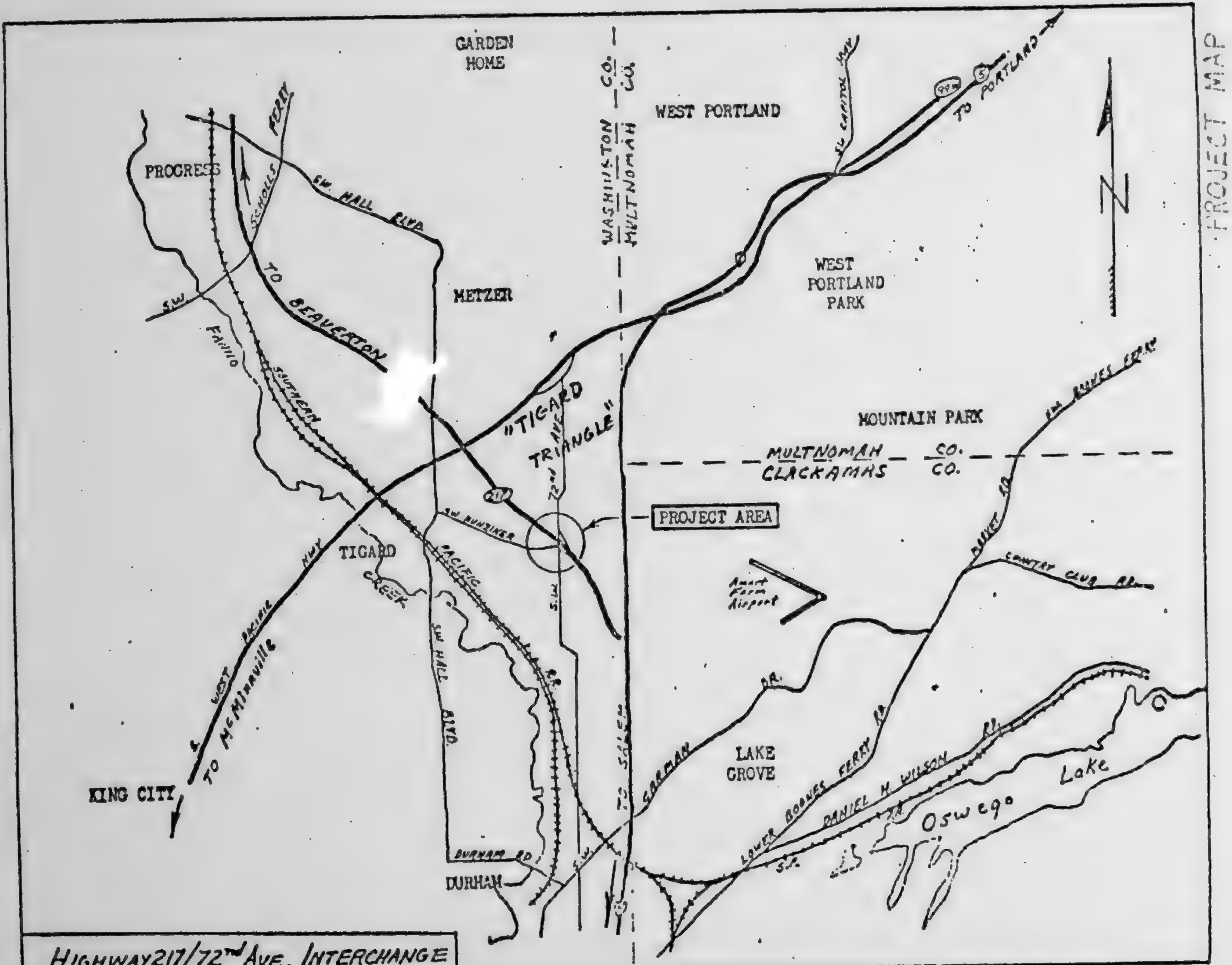
Consistent

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_XX_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Air quality has been determined to be consistent with the SIP. Land use impacts are consistent with the adopted plan and will occur with or without the interchange. Right-of-way impacts are insignificant. Noise impacts which are limited to three residences and Lewis School constitute the only negative impact.

D. Recommended Project Category: ____ 1 ____ 2 _XX_ 3 ____ 4


GARDEN HOME
PROGRESS
SW. HALL BLVD.
SCHOLLS FERRY
S.W.
FANNO
TO BEAVERTON
SOUTHERN PACIFIC R.R.
METZER
WASHINGTON CO.
MULTNOMAH CO.
WEST PORTLAND
SW CAPITOL HWY
99W
5
TO PORTLAND
WEST PORTLAND PARK
"TIGARD TRIANGLE"
72nd AVE.
S.W.
217
SW HUNZIKER
PROJECT AREA
MOUNTAIN PARK
SW BOONES FERRY
MULTNOMAH CO.
CLACKAMAS CO.
TIGARD
CREEK
WEST PACIFIC HWY
TO McMinnville
KING CITY
SW HALL BLVD.
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COUNTRY CLUB RD.
BOONES FERRY RD.
TO SALEM
GARMAN DR.
LAKE GROVE
LOWER BOONES FERRY RD.
DANIEL H. WILSON RD.
S.P.
Oswego Lake
DURHAM RD.
DURHAM
S.W.
HIGHWAY 217/72nd AVE. INTERCHANGE

PROJECT MAP

2

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 22, 1979 Telephone 238-8226

Walter L. Jones
10425 Southwest Cynthia Street
Beaverton, OR 97005

I am responding to your letter directed to the Highway Department concerning plans for improvement of Southwest 72nd Avenue and Highway 217.

An improvement has been designed to provide a full interchange at Southwest 72nd Avenue. Additional ramps would be built to provide access directly to 72nd Avenue, to and from the west.

For the last year, attempts have been made to gain approval from the Department of Environmental Quality. The problem rests with the high level of air pollutants in the vicinity of I-5, 217, and 99W.

When the initial interchange was constructed, there were no plans for additional ramps. The Department has attempted over the last two years to develop a plan, but it has not be successful in meeting the DEQ requirements.

A report has been prepared and recently submitted to DEQ requesting their reconsideration and approval to proceed with the project.

R. N. Bothman
Administrator

RNB/ke

bc: H. S. Coulter

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO

FOR

Info	Inves	R/D	D-R	Sign	Act	File

Form 734-3122

10425 S.W. Cynthia Street
Beaverton, Oregon 97005

February 15, 1979

MA PDM PDE TSE SPC
ODOT - METRO
FEB 21 1979
AM PPS
FILE T/A

Highway Department
STATE OF OREGON
Salem, Oregon 97310

Gentlemen:

I would like to inquire about plans for improvements at Southwest 72nd Avenue and Highway 217 here in the Portland-Tigard area.

Coming from the east there is an off-ramp to 72nd Avenue and there is an on-ramp from 72nd Avenue to Highway 217 heading east. The problem, however, is that traffic coming from the west must go over I-5, through two traffic lights, and make a U-turn in order to exit at 72nd. In order to get on 217 to go west, it is necessary to go through the same U-turn ritual.

With all the industrial buildup and office complexes in this area, there is a great deal of traffic coming and going at Southwest 72nd. At times the U-turn procedure can really be quite hazardous, as well as a traffic bottleneck.

When the office where I work was located in this area, it was indicated that the on and off-ramps for traffic coming from and going toward the west were already planned. But now, over two years later, nothing has happened, and the traffic gets heavier every day.

I would appreciate knowing if anything is actually planned at this time for correcting this problem.

A concerned citizen,

Walter L. Jones

Walter L. Jones

RECEIVED
STATE HWY ENGR

REFER TO

CCN

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 14, 1979 Telephone 238-8226

Gordon R. Martin
12265 Southwest 72nd Avenue
Tigard, OR 97223

It is appropriate to follow up our discussions and finalize my response to your proposal to develop additional access to Highway 217 between Southwest 72nd Avenue and 99W.

It has not been possible to fully evaluate the proposal from a geometric standpoint without a good handle on the volumes of traffic involved. It does appear feasible to construct the ramps you have proposed from a geometric standpoint. Depending upon the volume of traffic, it may be necessary to develop an auxilliary lane, or third lane, northbound between 72nd Avenue and 99W, which is not now included in the 72nd Avenue interchange redesign.

With the overload projected on Highway 217, an additional interchange ramp would have the effect of allowing vehicles quicker access to the highway, causing additional congestion. However if no additional peak hour volumes are generated, the impacts should not be significant. The ramps would have the effect of reducing traffic on 99W and 72nd Avenue.

In reviewing your proposal, we do have a major concern with the connection to 99W near Pfaffle Road. The connection is undesirable, as you have proposed, and would create an off-set intersection on 99W which would result in left turn conflicts at both locations. Pfaffle Road should be realigned to provide a four way intersection. The alternatives shown in the Tigard comprehensive plan would appear to satisfy these requirements.

It can be anticipated that a substantial cost would be incurred to provide the auxilliary lane, the off-ramp, the on-ramp, the structures to separate the northbound on-ramp from the Golden Triangle from the northbound off-ramp to 99W, and provide the necessary signalization you have described. Your indication is that these costs would be borne by the developer, which is a good assumption since the Department has no funds available.

The Department is giving serious consideration throughout the metropolitan region to providing a metering system on ramps entering the freeways. This has the effect of limiting the access to the freeway from any given point, allowing the freeways to operate at

NOTED
F. D. KLABOE

a satisfactory level of service. With the increasing demand on the freeways and without additional freeways planned, this seems to be the only way to maintain a reasonable level of service. With the anticipated overload of Highway 217, there certainly is some question in my mind whether it is reasonable to consider additional access where there is current access to the property via Haines Road connection to I-5 and Pfaffle connection to 99W.

I do understand your frustration in dealing successfully with the city of Tigard, Washington County, and the state of Oregon. As I suggested at our last discussion, it would seem appropriate that you meet collectively with the participants from the three jurisdictions involved, as well as DEQ and MSD.

R. N. Bothman
Metropolitan Administrator

RNB/ke

cc: F. B. Klaboe
J. H. Versteeg
E. L. Hardt
John Crockett
Raeldon Barker
William Ockert
William Young

RECEIVED
DOT DIRECTOR
FEB 15 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 8, 1979

Telephone 238-8226

William Young, Director
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

Subject: Southwest 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

RECEIVED
DOT DIRECTOR
FEB 9 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The Department has reviewed your letter (by Howard Harris) of December 21, 1978 to Mr. Potter concerning the subject project. In that letter you question the validity of traffic forecasts by ODOT for the 1996 build volumes. In fact, you state that they may be "significantly underestimated". You also question the type of future land use scheduled to occur in the vicinity of the project and the timing of that development.

This Department must rely on the metropolitan planning organizations (MPO) and the Interim Transportation Plan for land use and traffic volumes on which our forecasts are based. Some adjustments to those figures are possible, but wholesale abandonment of the figures for another scenario is not possible.

Because the air quality conclusions in our report sent to you on August 30, 1978 are close to indeterminate for the project, we do not believe you can revise the traffic volumes significantly upward and still find the project consistent with the clean air goals for the region, as you suggest in your December 21 letter. The Department of Transportation still believes that to proceed with the project in such an atmosphere of uncertainty is not good use of public funds.

To ensure against this situation, we need a finding from the Department of Environmental Quality that the project is consistent with the state implementation plan based upon the existing traffic and land use scenario. As I requested December 12, we need a yes or no in order to proceed with this project.

Your immediate attention to this matter will allow this project to proceed.

R. N. Bothman
Administrator

RNB:GP:ke

cc: F. B. Klaboe
G. A. Potter
M. M. Duris
A. Mickelson

Form 734-3122

1461

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

RECEIVED
TECHNICAL SERVICES
DEC 13 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 12, 1978 Telephone 238-8226

William Young, Director
Department of Environmental Quality
P. O. Box 1760
Portland, OR 97207

NOTED
E. S. HUNTER

Dear Bill:

The Southwest 72nd Avenue interchange project on Highway 217 in Tigard is stalled and has been stalled for a year. Since our initial projections indicated that air quality would be indeterminate under the DEQ implementation plan, we have been working with your staff to try to get an answer, without success. The effort is stalled and I am hoping that you can help us get a response.

This project has been high on the priority list of needed improvements for this area for some time. Hence the delays are both frustrating to the community and, in light of current inflation rates, very expensive. In 1976 Washington County singled out this project as their highest priority project for the state bonding program. When sale of State Highway Bonds were discontinued, the county reaffirmed its high priority by requesting Mt. Hood Freeway Transfer funding for this project. This was one of the first projects funded using these new federal monies.

Engineering for the project began in 1977 and a Technical Advisory Committee with staff representation from the DEQ was formed. Our staff has advised that the prediction for air quality was "indeterminate" and that we should not advance the project unless the air quality question is resolved. Initially your staff advised that an air quality study should be made or a traffic parking and circulation plan for the area should be developed. In June, Howard Harris advised that judgment of the air quality reports' adequacy could be made after revision to include a factor for the inspection/maintenance credits and it was sent to DEQ in August 1978 to seek concurrence that the project would be consistent with the Clean Air Implementation Act.

Since then Howard Harris requested more information in October and again in November and now has challenged both the FHWA method for predicting air quality and the traffic data incorporated in the report. We have supplied the information that Howard has requested but get no answers. When I met with Bud Kramer, he

Form 734-3122

agreed that your staff would not ask for additional information in reviewing air quality reports but would render a yes or no decision based on the information available. I am now asking for this kind of response to the August 30, 1978 letter to Howard Harris.

RN Bothman

R. N. Bothman
Administrator

DRA/ke

bc: F. B. Klaboe
E. S. Hunter
G. Potter
J. D. McClure
R. J. Kleinschmit

9468

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 7, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: S.W. 72nd Avenue Interchange
Beaverton-Tigard
Washington County

TO: R. N. Bothman
Administrator
Metro Branch

Per our discussion, I think you should write DEQ one more time. There must be a way to get a "yes" or "no" without spending $50,000 in project development funds.

Don Adams implies in his letter that we do not have time to wait, but I think we should try one more time. If we proceed with a DEIS now, we will be forced into doing a parking and circulation study under the guise of project development.

GAP:ss

Attachment

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TECHNICAL SERVICES
DEC 7 '78
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Metro
DEPT.

238-8226
TELEPHONE

RECEIVED
ENVIRONMENTAL SECTION

TO: Gary Potter
Environmental

DATE: November 24, 1978

FROM: Don Adams
Project Development Manager

SUBJECT: S.W. 72nd Avenue Interchange

Alexander Graham Bell's invention doesn't seem to work well for us He should have developed a means to chain people to their desks by telephone. Hence, where I would normally talk to you on the telephone, I will now try to cover in this memo.

S.W. 72nd Avenue Interchange project seems to still be staggering along while the air quality issue tries to get resolved prior to advancing to the DEIS. By now hopefully, you've received a copy of a four-page memo written by Ron Kleinschmit to Jim McClure annotating the air quality progress since March 1978. I note with some consternation that Howard Harris requested additional data from John Hanks on November 8, 1978 and is waiting to begin the report after receiving that data. In addition it seems he is too busy right now to do much work and won't be able to get started till January of 1979. We need to find a way to get this project unstuck and back on track. Trying to shake this job loose may be more of a problem because we may be caught in a change of the department head at DEQ. I think Howard Harris' actions are suspect and to me reflect an effort by him to squirm out of an uncomfortable position. He put himself into this situation by volunteering to give an advance approval of the air quality prior to preparation of the DEIS.

Tony George's letter to Howard Harris of August 30, 1978 and your letter October 17, 1978 to Howard Harris have not been answered, to my knowledge, and I think we should press for an answer. I am requesting that you contact Howard Harris at DEQ to see what his problem is, so he can respond to your letters. If DEQ's response is that the project can't proceed or it will not pass on DEQ's indirect source review then so be it. At this point the project hangs in limbo, more money being spend on it, i.e., a newly assigned project manager, Tim Thex's time, etc., and we're not getting anywhere. Perhaps we should fall back to the position of advancing the DEIS in spite of the indeterminateness and letting DEQ react to the project after publication. I don't think that we can continue in a direction we have been going for the past nine months, we have to get the project moving again and I would appreciate your help in trying to get that done.

81-125-1387

I see options: 1) push for and then wait for Harris' opinion, 2) proceed with DEIS now, 3) delay DEIS until air quality monitoring is done (if monitored this season then drop I-5/Marquam Interchange ramps or other project), 4) shelf the project until a parking and circulation plan policy is prepared by Tigard. After supporting your position on not advancing the project until receiving some concurrence on air quality from DEQ and trying to achieve that thru Harris' response to George's letter, I am ready to opt for number 2) and not wait any longer.

DA/PE

9466

4

October 17, 1978

NOTE
E. S. HUNTER

Howard Harris, Transportation Coordinator
Department of Environmental Quality
522 S.W. Fifth
The Yeon Building
Portland, OR 97204

RE: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway (217)
Washington County

Dear Mr. Harris:

On August 30, 1978, I wrote you and transmitted an air quality package regarding the subject project and I have received no response.

I would like to obtain your concurrence or denial of the proposal as soon as possible so that we may schedule the project for work or delay it as appropriate.

Very truly yours,

Gary A. Potter
Manager
Environmental Section

GAP:ss

bc: E. S. Hunter w/attach
R. N. Bothman
Jim McClure
Jef Kaiser

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STATE OF OREGON

INTEROFFICE MEMO

238-7438 Environmental
DEPT.

TELEPHONE

TO: GARY A. POTTER, Manager
Environmental Section

DATE: October 13, 1978

① write another letter to Howard Harris

FROM: TIM H. THEX Tim H Thex
Air/Acoustical Engineer

SUBJECT: Air Quality Analysis
72nd Avenue Interchange

I met with Howard Harris, DEQ Transportation Coordinator, to discuss the computer calibration procedure used on 72nd Avenue Air Quality Analysis. He was in disagreement with the confidence limits used for our linear regression of the computer calibration equation. My method, which has been discussed with Tony, is widely used for highway projects and is outlined in Highway Air Quality, Volume I, Design of Air Monitoring Surveys, a Federal Highway manual that has been in publication since March, 1975. The actual equation used came from Exercises in Statistical Inference by Roger G. Peterson, Corvallis Oregon, published in 1972. This equation corresponds with the methodology set forth in the FHWA method. Howard's method comes from a current college textbook. Both of the methods are statistically correct.

Using Howard's method, we have a background carbon monoxide concentration of 9.2 mg/m^3, and using mine we have a background concentration of 4.5 mg/m^3. With Howard's method, the 72nd Avenue project would be in violation for many years to come, while mine shows no violation during the critical air quality year. Howard has promised to make a decision soon about the viability of my method.

This is also very important in terms of the Greenburg Road air quality analysis, because both use the same linear regression and confidence levels for computer model calibration.

Also, Howard needs all the traffic analysis reports for 72nd Avenue from John Hanks' shop in Salem. He also wants to know what land use was assumed for generating the traffic volumes for air quality analysis. He wants to know if the numbers were based on CRAG ITP projections, and if they were not, what is their basis.

Metro will supply

Howard has also indicated the need for additional information from me on the air quality analysis, which will take one to two days to prepare. This is documentation for the computer modeling that was performed on this project.

Metro will not supply

Howard's decision on this would have strong implications for a variety of projects now being analyzed. If his method is adopted, the North Tigard-South Tigard project would be in violation, as well as Oregon City Bypass, Oswego Creek Bridge, and Macadam Avenue which are now being monitored.

cc: D. Adams, M. Klotz, J. Kaiser, J. McClure

81-125-1387

js

9408

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 27, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: S.W. 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

TO: James D. McClure
Project Development Engineer
Metro

NOTED
E. S. HUNTER

The assumptions in your memo of September 25, 1978 are incorrect. We are waiting for a DEQ response (due this week) before we proceed with the DEIS preparation. This was agreed to by Metro and Environment in early June. This agreement has not changed.

If we get a green light from DEQ, hopefully this week, I will then be able to develop for you a schedule based on the work tasks involved, rather than using a "earlier hearing date" for criteria.

GAP:ss

cc: E. S. Hunter w/attach
Don Adams
Max Klotz
Jef Kaiser
Ron Kleinschmit
R. R. Cameron

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STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro
DEPT.

238-8226
TELEPHONE

TO: GARY POTTER, Manager
Environmental Section

DATE: September 25, 1978

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: S.W. 72nd Avenue Interchange
Status of DEIS

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ENVIRONMENTAL
SECTION

SEP 26 1978

Referred to
Manager ....
Proj. Coord. .... Res. Coord. ....
Eng. Coord. .... Adm. Asst. ....

I am attempting to get the subject project back onto a realistic time table since the project has been in limbo for the past ten months due to the air quality questions.

The preliminary engineering has been submitted to your staff on a piecemeal basis in the past. At the present time, Rob Cameron, Project Resident Engineer, is in the final completion stages of refining the design alternatives and will be in a position to submit the complete package of information for preparation of the DEIS by mid-October.

The current PMS run indicates completion of the draft and hearing for June, 1979, which is poor timing considering we have scheduled four other hearings during the May through July period. If at all possible, we would like to hold the hearing for the 72nd Avenue project in February or March.

I am requesting your staff prepare a schedule for preparation of the DEIS with considerations of the earlier hearing date. The key dates should include completion of the preliminary draft, time period for the study committee, FHWA approval and a final printing date. Ron Kleinschmit, Project Coordinator, will then proceed with scheduling the various briefings and citizen involvement leading up to the public hearing, along with its scheduling through the Tigard City Council.

I am assuming, based on the activities by your staff, that they are proceeding with developing the draft and not waiting for some type of a commitment from DEQ on the air quality study.

JDM/ldo

cc: D. R. Adams
M. J. Klotz
G. W. Kaiser
R. J. Kleinschmit - Working with Rob, prepare an updated checklist of information for submittal in mid-October.
R. R. Cameron

Tigard Times 5/6/78 144

Zone change kay

SW 72nd interchange panned

Plans for an interchange near the intersection of Highway 217 and SW 72nd Avenue took it on the chin Tuesday as the Tigard Planning Commission approved a zone change which would clear the way for construction of a professional office building near that intersection.

The zone change, from single-family residential to commercial-professional, encompasses a 1.8-acre parcel on the corner of SW Varns Street and SW 72nd. A planning department staff report noted that the Oregon State Department of Transportation has under consideration several plans for that area, one of which includes an interchange which could intersect with the proposed office site.

Planning Commissioner Al Popp said such an interchange would be "the worst thing that could ever be conceived." Such an interchange would generate more traffic and air pollution in the area. The idea, he said, "stinks."

A zone change which would allow development of a professional office building on the site, Popp said, would generate far less traffic. Planning commissioners followed Popp's lead in approving the zone change, despite protests by several citizens that any construction in the area would still result in increased traffic and possible danger to children walking through the area on their way to Phil Lewis School.

In approving the zone change, the commission brought the land in question into conformance with the Neighborhood Planning Organization No. 5 plan. A condition of approval would require that SW Varns Street be brought up to city standards by means of a local improvement district.

In another matter at Tuesday's meeting, the commission okayed a realignment of SW Katherine Street but required that the approval be subject to further examination of flood plain problems in the area.

The Tigard School District made the request to realign the street in order to facilitate better access to a future elementary school site which is currently being developed. The original alignment shows SW Katherine Street at about SW 124th Avenue connecting to SW Katherine Street at about SW 121st Avenue. The district's request asked that the alignment connect SW Katherine with SW Lynn instead.

Commissioner Frank Tepedino protested the change in alignment of the street, noting that either alignment caused the road to cross the flood plain. The City of Tigard has ordinances which prohibit disturbance of the flood plain except in special cases, he said, adding that the issue of whether such disturbance was necessary has not been addressed in the realignment proposal.

In answer to Tepedino's fears, the commission approved a motion by Marc Wood which stated that the approval of the realignment is only a finding that the proposed new route is superior to the existing alignment. The commission, Wood's motion stated, has not addressed whether the old or new route would be appropriate in the crossing of the flood plain.

Also at Tuesday's meeting, the planning commission denied a request from Herb Jundt to have outside display and storage of sales and rental equipment on a 2.1-acre parcel at the corner of SW Gaarde Street and SW Pacific Highway. In denying the conditional use application, the commission noted that the display of equipment outdoors was inappropriate at this location because it would be visible from the highway and visible to nearby residences.

A conditional use request to operate a title insurance company in Canterbury Square was approved by the commission Tuesday. The use conforms to the Neighborhood Planning Organization No. 3 plan.

Also at Tuesday's meeting, the commission okayed a zone change request to change a 1.23-acre parcel at the intersection of SW Greenburg Road and SW Shady Lane from general extensive commercial county zoning to general commercial city zoning. The change brings the property into conformance with the Neighborhood Planning Organization No. 2 plan.

Finally at Tuesday's meeting, the commission denied a request from the Tigard Assembly of God Church for a conditional use permit for an internally illuminated free standing sign because the applicant was not present at the meeting.

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Security 'good' but po

In the wake of two recent cases of child abduction and abuse, security measures have been stepped up at local schools and throughout the community.

Officer Chuck Martin of the Tigard Police Department said this week that all patrolmen have been "made aware of the situation," and have been asked to increase surveillance in areas frequented by children.

In addition, Martin stressed that patrolmen "certainly will be looking out for younsgters alone." In many cases, he said, children who are seen walking didn't wait until tragedy struck before they ironed out a unified approach to child security. Police always have worked closely with the schools to help educate youngsters in the area of crime prevention and self-protection, he emphasized.

Tigard School District Superintendent Deb Fennell agreed that security measures have been maintained all along in local schools. In the wake of recent child abductions, he said, the district's normal operating policy of "surveillance and awareness" has been re-examined and strengthened where security measures are being bolstered even further.

"Teachers and staff have been re-alerted," Superintendent Elvan Pitney told the **Times**. "Really what we're doing is re-emphasizing the procedures which are already in operation."

In Sherwood, Pitney said, strangers are immediately identified and questioned on school grounds or in school buildings. The district's primary defense, he said, is an ever-alert staff.

"We have people in all parts of the building at all times," Pitney said. Whether children are at recess, in

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 24, 1978

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: R. N. Bothman
Metropolitan Engineer

SUBJECT: 72nd Avenue Interchange
Beaverton-Tigard Expressway (217)
Washington County
Air Quality Problems

My staff has reviewed the preliminary air quality report for 72nd Avenue Interchange and has examined the options for dealing with the problems identified therein. We offer the following information and recommendation for resolving the problem.

Coordination with DEQ began with their participation on the project TAC. Early in the project development process, the TAC identified the possibility that the land use proposed for the Tigard Triangle and the Tigard Industrial Area would exceed CRAG projections. DEQ expressed concern that high levels of development would conflict with attaining air quality standards and subsequently agreed to use of the lower CRAG projections if the City of Tigard would take steps to insure that traffic would not exceed these lower projections. Essentially they were asked to produce a Parking and Traffic Circulation Plan for this area. The City of Tigard and DEQ had initial discussions about such a plan but no concrete action has been taken.

Using the CRAG projections, this office then found the air quality indeterminate with respect to consistency with DEQ Clean Air Implementation Plan. It is our opinion that DEQ can be persuaded to find the project consistent with the S.I.P. if Tigard would prepare a Parking and Traffic Circulation Plan.

The City of Tigard can accomplish this in one of two ways:

1. Fund a consultant-costs would not likely exceed $30,000.
2. Enter into a co-operative agreement between agencies such as CRAG, DEQ, and ODOT as has the city of Beaverton. This is likely to be less costly.

A copy of requirements relating to Parking and Traffic Circulation Plans (Indirect Source Rules OAR 340-20-120 Section (4)) and a map of the area which should be included in this plan are enclosed.

The other alternative would be to continue to work on the DEIS, including additional massaging of the air quality report. I do not recommend this course of action because approval of the project is not obtained until the 11th hour, and then the approval is laced with special stipulations like post construction monitoring, provisions for transit, etc. We felt those symptoms on Kruse Way and are experiencing them on the N. Tigard- S. Tigard Section of I-5. Proceeding on this course of action could easily expend far more project development funds than a parking and circulation study, with the additional disadvantage of no assurance of approval when we are done.

I would recommend that preparation of the EIS proceed on the basis of agreement to prepare a parking and circulation plan.

Enclosure

GAP:DK:cjh

cc: E. S. Hunter

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MAR 24 '78
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2

U.S. DEPARTMENT OF TRANSPORTATI - FEDERAL HIGHWAY ADMINISTRATION

3-15-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. K-79(4)

STATE PROJECT NO. See Below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71110

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-15-7~~5~~8 8

FEDERAL ROUTE NUMBER Primary 79

STATE ROUTE NUMBER Secondary 144

GENERAL LOCATION:

"SW. 72nd Avenue Interchange (Tigard) Section"

GENERAL DESCRIPTION OF WORK:

Program Change- Increase in funds

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ XX OTHER (Specify): Program Change
Increase in PE Funds $82,600
Federal funds $70,870

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-15-78 letter (Approved 3-15-7~~5~~8 Wash D.C. Office)

NOTED
F. B. KLABOE

DATE 3-15-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

44

4

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

FILE: 134-1946

TO: THE FILE

DATE: February 2, 1978

FROM: ROBERT N. BOTHMAN Bothman
Administrator

NOTED
E. S. HUNTER

SUBJECT: SW 72nd Avenue interchange
Tigard, e.4. funding

I discussed the authority for survey No. 2, on the subject project with Buz Swan on January 30.

The approved survey by Ed Hunter authorizes expenditure of Total auth. $167,600. This is in addition to the initial authorization of $85,000. Addition is $82,600.

A report from Swan dated January 17, indicates that the federal funds programmed from UMTA through FHWA for the project are in the amount of $72,930. These were approved on May 12, 1977. Total Auth. of No. 1 was $85,000.

I believe that we have been authorized expenditures of monies which have not been programmed.

Program request for an Additional $82,600. ($70,870 Fed. funds) was sent to FHWA 2-1-78. This does not present any problem.

ebg

cc: E. S. Hunter
D. H. Moehring

Max will send note to me in future at same time he sends in the Survey Auth. for add'n. money.

Buz

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE ☐] OPE ☐
FEB 8 1978
TAA ______ File: PM FA
LG OP

Buz - Swan [illegible]
[illegible] He!! [illegible]
the above [illegible]
Ed

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STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: January 12, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Survey Authorization
S.W. 72nd Avenue Interchange

NOTED
E. S. HUNTER

This project is funded by Mt. Hood Transfer 103 E-4 funds. Current expenditures are expected to overrun the amount authorized on the project by UMTA. CRAG action has approved total financing of the project. Metro is proceeding with preparation of a revised survey authority and justification for the required increase in funding for this project preliminary engineering funds.

I contacted Cliff Christianson, FHWA, and asked if we could continue our preliminary engineering work in the event that we overrun the first authority for survey prior to receiving approval of the second authority. Christianson seemed to think that we could continue to charge to the approved project funding since the project has been approved initially and the second authority does not initiate a project but merely continues the funding on an approved PE effort. Christianson saw little risk in continuing our study; however, admitting there is some risk, he suggested we slow down our effort where possible but keep the project moving. About the only solid possibility he could foresee that would cause funding problems would be the impoundment of federal funds as an attempt by the federal government to control inflation. This does not seem a likely occurrence. If additional federal funds are not approved, the State would have to pay the cost for all charges over the federal obligation. This risk seems quite small.

We will complete about a week and a half's field work prior to submitting the project to Salem. The air quality issue must be worked out with DEQ to clarify and resolve this question prior to advancing the project. With the field work essentially done, costs charged to the job should be minimal during the next six weeks. By copy of this letter, I am requesting those persons working on the project to be careful in assigning costs to this project. In Metro, only that work necessary to accomplish the field engineering and to assist in resolving the air quality issue will be charged to this job.

DRA/ldo
cc: E. S. Hunter
J. H. Versteeg
G. A. Potter
J. D. McClure
M. J. Klotz

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JAN 16 '78
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 9, 1978
Salem, OR 97310

Rick

FROM: Richard Wood, Air Quality Engineer
Environmental Section

SUBJECT: 72nd Avenue Interchange
Air Quality Analysis
Response to Memo of January 4, 1978

TO: Donna Kilber
Project Manager

The air quality report for the 72nd Avenue Interchange project did not contain a determination of consistency with the State of Oregon, Clean Air Act Implementation Plan (SIP). Instead a comparison was made between general project impacts on air quality and traffic and guidelines offered by CRAG.

Consistency with the SIP is contingent on two major points: (1) The project will not delay efforts for the attainment of clean air within a designated area, and (2) The project will not cause violations of air quality standards after the attainment of the clean air goal. The CRAG guidelines are merely a method of gauging the effects of a project on the goals of the SIP. If a project in the Portland area meets all the criteria presented by CRAG, it can be found consistent with the SIP. The converse, however, is not necessarily true. This may clear up the implication that projects which attract traffic to an area would be in violation of the SIP.

The following steps may provide for the advancement of the 72nd Avenue Interchange project:

1. A comprehensive analysis of existing air quality in the study area.
2. A demonstration of the validity of pollutant concentration prediction methodology.
3. A proposal for continuing air quality monitoring and operational controls.
4. A comprehensive analysis of future land use and traffic circulation.

RW:ss

cc: Pieter Dykman
Cam Gilmour

72nd Avenue Interchange
Beaverton-Tigard Highway
November 23, 1977

PRELIMINARY ONLY
SUBJECT TO CHANGE

Introduction

The following report was prepared to assess the air quality impacts associated with the operation of two additional access ramps proposed for construction at the 72nd Avenue Interchange on the Beaverton-Tigard Highway (OR 217)[1]. The Oregon State Highway Division will apply to the Department of Environmental Quality (DEQ) for an Indirect Source Construction Permit in that the proposed project meets the warrants established in the Oregon Administrative Rules (OAR) Chapter 340, "Rules For Indirect Sources", Section 20-115(2)(a)(B) as adopted on July 30, 1976:

> "All Indirect Sources meeting the criteria of this subsection relative to type, location, size and operation are required to apply for an Indirect Source Construction Permit:
>
> "The following sources in or within five (5) miles of the municipal boundaries of ...Portland:
>
> "Any Highway Section being proposed for construction with an anticipated annual average daily traffic volume of 20,000 or more motor vehicles per day within ten years after completion, or being modified so that the annual average daily traffic on that Highway Section will be increased to 20,000 or more motor vehicles per day or will be increased by 10,000 or more motor vehicles per day within ten years after completion."

The topics covered in the air quality analysis include the assessment of regional impacts through the use of total emissions calculations; the determination of local carbon monoxide (CO) concentrations at selected receptor sites and a general discussion of impact trade-offs and consistency with the State of Oregon, Clean Air Act Implementation Plan (SIP).

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[1] Project alternatives considered: No Build, retaining the existing partial access to and from the east and Build, providing full access through the construction of two loop ramps located on the east side of 72nd Avenue.

A considerable emphasis was placed on the use of computer prediction models and utility programs. CO concentrations were predicted using the modified Gaussian model, AIRPOL4C[2]. This program uses AP-42, Supplement 8 emission factors[3] generated by the computer program EFSTOR[4]. No ambient air quality data was obtained expressly for this study. Data from previous studies[5] were considered in the analysis. A very generalized approach to meteorological and traffic parameters was used in the impact analysis. This approach is discussed in detail in the section on "Local Carbon monoxide Impacts".

Local impacts are presented for the critical air quality year as required in the Indirect Source Rules, subsections OAR 340-20-129(1)(d)(E) and (F). By normalizing pollutant source strength for all years from 1976 to 1996, at a critical highway location, this year was determined to be the estimated year of completion, 1980. Source strength takes into account the annual changes in total vehicle volume, vehicle mix, average travel speeds, vehicle age distribution (including deterioration rates of pollutant control devices) and proposed Federal Exhaust Emission Standards for new automobiles and trucks. The results of this normalization technique are presented in Figures 1 and 2. Conclusions as to the air quality implications of the critical year determination are presented in the "Summary" section of this report.

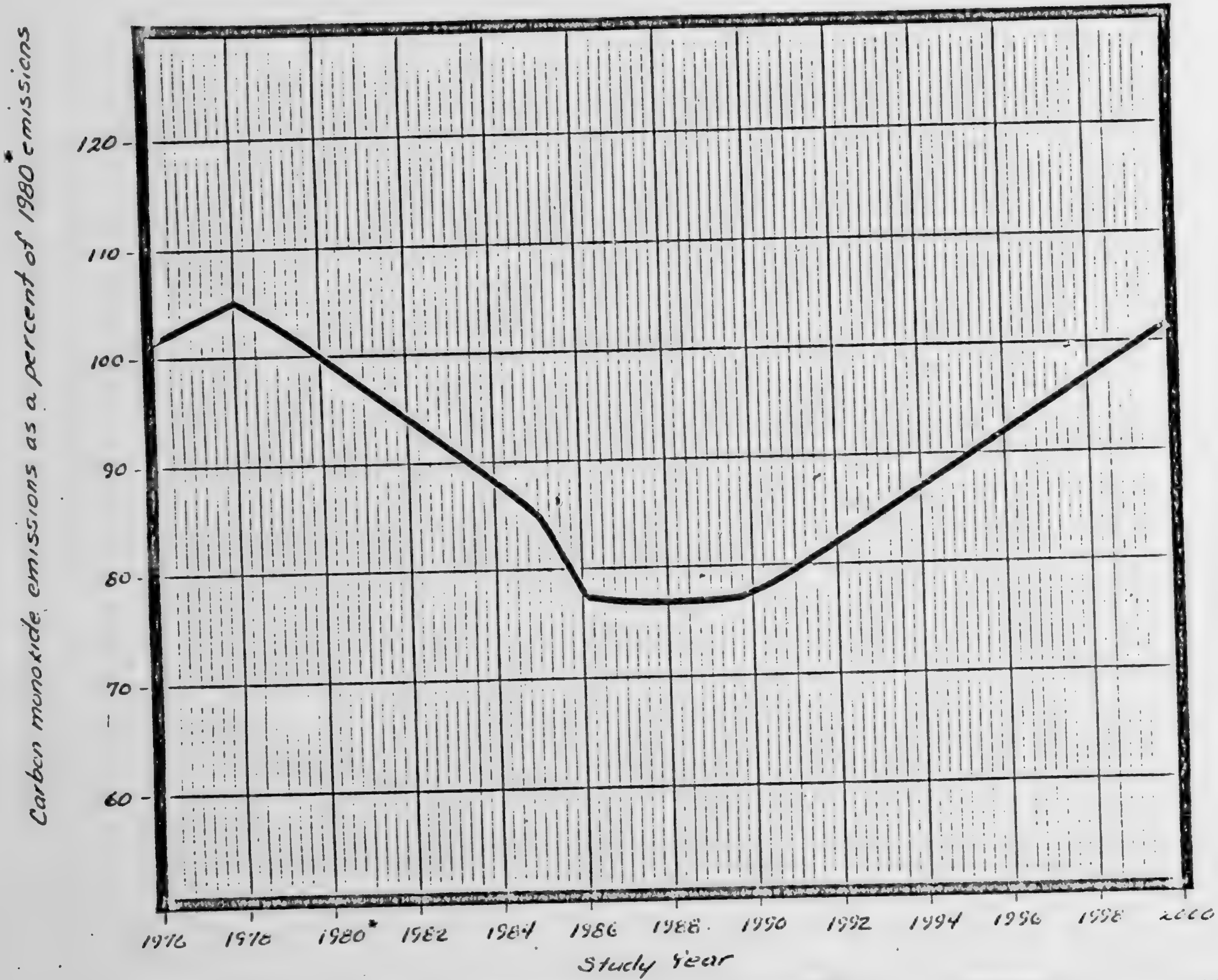
2. R.M. Wood, Oregon Dept. of Transportation; AIRPOL4C, MSAIRPOL, NETWRK; 1977. Adaptation of AIRPOL4A: Wm. A. Carpenter, et.al., AIRPOL-4A, An Introduction and Users Guide; Virginia Highway & Transportation Research Council; February, 1976.

[3] U.S. Environmental Protection Agency; Mobile Source Emission Factors; AP-42, Supplement 8, Interim Document; June, 1977.

[4] R. M. Wood, Oregon Department of Transportation; EFSTOR; 1977. Adaptation of EFACT8 program: c. R. M. Wood; EFACT8; Salem, Oregon; 1977.

[5] Oregon Department of Transportation; West Portland Park-and-Ride Air Quality Technical Supplement, 1974; and John Graham Company; Washington Square Expansion Program...Air Quality Analysis; March, 1977.

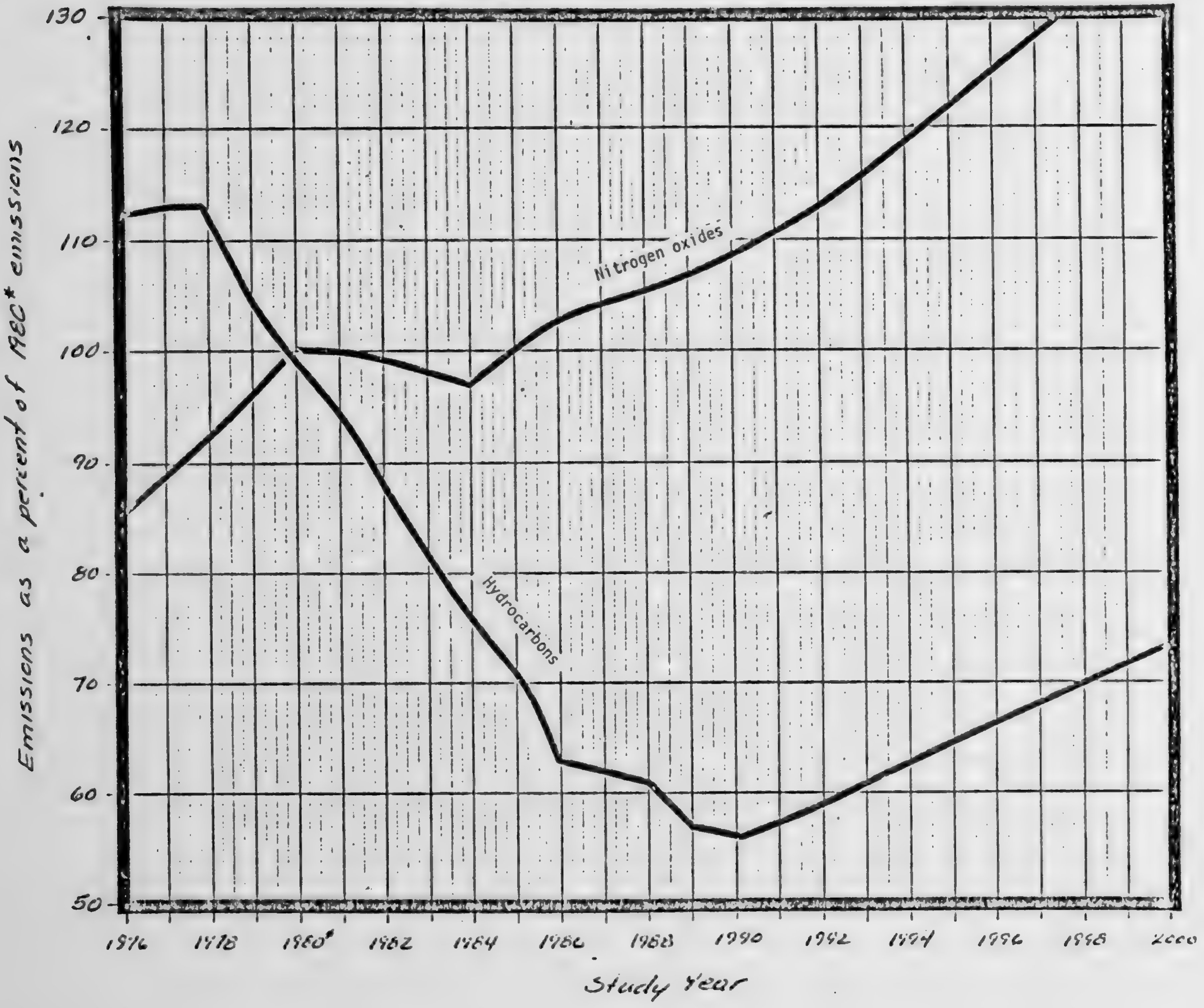
Figure 1
Carbon monoxide Emissions
vs. Study Year
(All Alternatives)



* Estimated year of completion

72nd Avenue Interchange
Air Quality Analysis

Figure 2
Nitrogen oxides and Hydrocarbon Emissions
vs. Study Year
(All Alternatives)



* Estimated year of completion

The marine air mass produces a mild climate with few temperature extremes in winter or summer. The few extremes of hot or cold temperatures that do occur are associated with an occasional push of continental air from the east through the Columbia Gorge. Winter temperatures generally range from highs in the upper 40's to lows in the mid-30's. Summer temperatures range from highs in the upper 70's to lows in the mid-50's. On the average, four days a year have temperatures below freezing, and only nine days have temperatures of 90 degrees or higher.

b. Ambient Pollutant Concentrations

Ambient air quality in the general project area was the topic of a study conducted by the Oregon State Highway Division[10] from November, 1973 through February, 1974. The study involved the collection of carbon monoxide and meteorological data and the application of mathematical relationships to derive background[11] concentrations of other pollutants. The results of this study are shown in Table 1.

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[10] Oregon Department of Transportation; West Portland..; op.cit.

[11] "Background" is defined as the concentration of pollutants at a site which is unaffected by any single local source such as an existing highway, parking lot or industry. The background concentration of a pollutant establishes a baseline to which the predicted pollutant concentrations resulting from a project can be added to determine the absolute concentrations at a receptor site.

Table 1

SUMMARY OF EXISTING AIR QUALITY IN PROJECT STUDY AREA

Pollutant	Averaging Time	Primary Standard*	Background Concentration Typical	Background Concentration Worst Case
Carbon Monoxide	1 hour 8 hours	40 mg/m^3 10 mg/m^3	3 mg/m^3	5 mg/m^3
Hydrocarbons	3 hours	160 ug/m^3	150 ug/m^3	240 ug/m^3
Nitrogen Dioxide	Annual Average	100 ug/m^3	50 ug/m^3	---
Suspended Particulate	Annual Average	60 ug/m^3	40 ug/m^3	---

*Standards based on annual averages are not to be exceeded, all others are not to be exceeded more than once annually. See Table 2 for a more detailed presentation of air quality standards and health effects.

Clean Air Act Implementation Plan

After the Environmental Protection Agency's issuance of primary and secondary national ambient air quality standards for a pollutant (Table 2) each state was required to formulate an "implementation plan" to meet, maintain and enforce those standards in each air quality control region within its jurisdiction. The State of Oregon, through the Department of Environmental Quality, Environmental Quality Commission, adopted such an Implementation Plan at its January 24, 1972, meeting in Portland, after considering testimony submitted at public hearings conducted in Portland, Medford, and Eugene. It is required that the changes in air quality resulting from the construction or modification of pollutant sources are assessed to determine if such action is consistent with the goals of the Implementation Plan. A discussion of this relationship can be found in the summary section of this report.

Table 2

NATIONAL AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	LOWEST CONCENTRATION FOUND TO PRODUCE ADVERSE HEALTH EFFECTS	PRIMARY STANDARD	MARGIN OF SAFETY	SECONDARY STANDARD
Sulfer Oxides	Result primarily from the combustion of sulfer containing fossil fuels. Their presence has been associated with the increased incidence of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean	115 ug/m^3	80 ug/m^3	30%	60 ug/m^3
		24-hour maximum*	300-1500 ug/m^3 occuring for three to four days**	365 ug/m^3	0 to 76%	260 ug/m^3
		3-hour maximum*	---	---	---	1,300 ug/m^3
Particulate Matter	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual geometric mean	30-100 ug/m^3**	75 ug/m^3 (DEQ) 60 ug/m^3	6 to 25% 25 to 40%	60 ug/m^3
		24-hour maximum*	300 ug/m^3**	260 ug/m^3	13%	150 ug/m^3
Carbon Monoxide	Carbon monoxide is a by-product of the incomplete burning of carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum*	12-17 mg/m^3	10 mg/m^3	17 to 41%	Same as Primary
		1-hour maximum*	58 mg/m^3	40 mg/m^3	31%	Same as Primary
Photochemical Oxidants	Photochemical oxidants are produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photochemical oxidants irritate mucous membranes, reduce resistance to respiratory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum*	200 ug/m^3 (maximum daily value)	160 ug/m^3	20%	Same as Primary
Hydrocarbons	Hydrocarbons in the air come mainly from the processing, marketing and use of petroleum products. Some of the hydrocarbons combine with nitrogen oxides in the air to form photochemical oxidants. The hydrocarbons standard therefore, is for use as a guide in devising implementation plans to achieve the oxidant standard.	3-hour maximum* (measured between 6 and 9 a.m.)	Adverse health effects noted only after reaction to form photochemical oxidant.	160 ug/m^3	---	Same as Primary
NO_2	Nitrogen oxides ususally originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant	Annual arithmetic mean	118-156 ug/m^3 (mean 24-hour concentration over six month period)	100 ug/m^3	15 to 36%	Same as Primary
Lead***	Airborne lead results primarily from automotive emissions. Symptoms of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One Month Average*	---	3 ug/m^3	---	---

* Not to be exceeded more than once annually.

** Combined effect of both gaseous phase and particulate.

*** No National Standard for this pollutant exists, however DEQ has adopted a lead standard for projects in Oregon.

ug/m^3 = micrograms per cubic meter

mg/m^3 = milligrams per cubic meter

Total Emissions Summary

The total quantities of pollutants generated on an annual basis are nearly identical for both the Build and No Build alternatives. The graphs of pollutant levels versus study year presented in Figures 1 and 2 for the purposes of worst year determination are applicable to the generalized variations in total regional emissions. As can be noted, the selection of either alternative will result in decreases in hydrocarbon and carbon monoxide emissions through 1990. At that point, traffic growth will begin to overshadow the reductions in total emissions which resulted from the Federal Motor Vehicle Emission Control program. The emissions of nitrogen oxides will remain at or below 1980 levels through 1985 at which time they will increase directly proportional to increases in traffic volumes. Hydrocarbons and nitrogen oxides have been shown on the same graph to facilitate an assessment of photo-chemical oxidant, which will be discussed in the following section.

Although the assessment of total emissions offers little diffinitive data for the comparison of alternatives on a regional basis, one significant difference was noted. Because the Build alternative will divert traffic from Hunziker to the Beaverton-Tigard Highway, a reduction in the source strength from Hunziker will be noted. Carbon monoxide emissions will be reduced nearly 30-percent on Hunziker while increasing a little more than 10-percent on the Beaverton-Tigard Highway, when compared to the No Build levels for each of these facilities.

Photochemical oxidant

Photochemical oxidant is the name generally applied to any of a considerable number of secondary pollutants, the most abundant of which is ozone. This pollutant, as well as the primary pollutants, nitrogen dioxide and certain hydrocarbons are extremely reactive and their respective concentrations are thus a function of residence time in the atmosphere, available ultra violet energy from the sun and the presence of other air contaminants. These dependencies are in addition to source strength and meteorological conditions which affect the dispersion characteristics of all pollutants, independent of their reactivity. Although technology is improving to the point where accurate computer modeling of the photochemical oxidant process may soon be possible, the most reliable method to date is the comparative evaluation of photochemical oxidant formation potential based on an assessment of total emissions.

Table 3 indicates what reduction may occur in oxidant formation potential based on reductions of the primary pollutants. Application of the results of the total emissions analysis would indicate that either project alternative may result in an approximate 60 percent decrease in the oxidant potential by 1990. A reversal in this trend would be expected in later years assuming no additional Federal or State control measures. This reduction is predicted based primarily on the decrease in hydrocarbon emissions. Changes in nitrogen oxide emissions do not have as great an effect on photochemical oxidant potential as hydrocarbons at levels presently found in the atmosphere. The increases in both primary pollutants after 1990 would indicate a need for concern with regard to long-term photo-chemical oxidant potential. Such an increase would necessitate additional exhaust emission controls or some limit on future motor vehicle usage.

TABLE 3

DECREASE IN HYDROCARBON OXIDATION RATE

Percent decrease in atmospheric Hydrocarbon Concentration	Percent decrease in atmospheric Nitric oxide Concentration			
	0	25	50	75
0	--	--	--	18
50	64	58	52	56
75	82	80	78	70

SOURCE: Caplan, J.D., "Smog Chemistry Points Way to Rational Vehicle Emission Control", SAE Transactions; Vol. 74; 1966. Results shown are based on an experimental propylene system using hydrocarbon oxidation rate as an index of smog formation, however similar trends have been noted when the ozone formation rate was used as an index.)

Local Carbon monoxide Impacts

a. Carbon monoxide Prediction Methodology

The determination of a carbon monoxide concentration at a particular receptor site is a function of three general parameters:

1. Meteorological conditions
2. Source strength
3. Source/receptor geometry

It should be noted that the first two parameters are time dependent. Meteorological conditions include two sub-classifications based on their application in the prediction process. The first sub-classification includes those variables which affect pollutant transport and diffusion: wind speed, wind direction and atmospheric stability. The second sub-classification includes air temperature and humidity[12] which affect pollutant emission rates from vehicles, and are applied directly to the determination of source strength.

Source strength represents the product of traffic volumes and vehicle pollutant emission rates. Pollutant emission rates are calculated based on vehicle speeds, vehicle mix, air temperature, vehicle age, applicable emission standards and operating conditions including engine temperature, load, etc.

Source/Receptor geometry describes the relative, physical location of a given receptor site with the source or sources of a pollutant. It should be noted that the background concentration has not been included in any of the three parameters. This value is added after the source related concentration has been calculated for all sites.

Historically, prediction modeling has been conducted for the worst conditions, which in the case of meteorology, were derived by using the wind speed and direction which occurred simultaneously with a high measured carbon monoxide concentration at some local monitoring station. Whereas in the assessment of regional air quality impacts, this approach may be valid, it would appear to be more often invalid on a local level. As an example, it is unlikely that the wind direction associated with the highest background concentration at a continuous monitoring site would be the same direction needed to maximize the concentration at a local receptor due to the influence of a nearby local source. In the analysis performed for this study, several wind directions were selected to predict the highest source related concentration. If the highest background is added to such a prediction the result should be the highest probable concentration at the site.

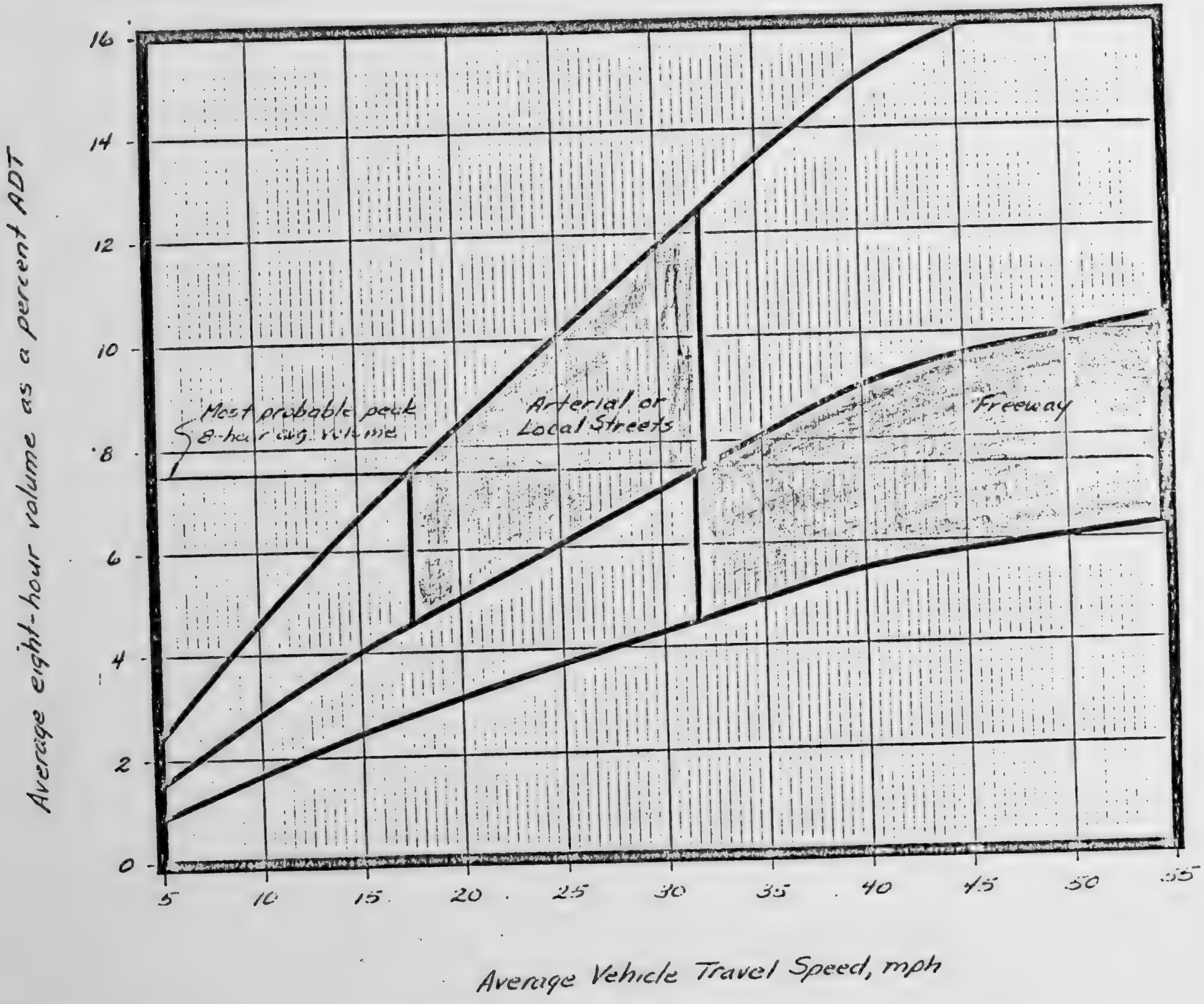
[12] The actual affect of humidity on carbon monoxide emissions is as yet undefined and assumed negligible.

In addition to using multiple wind directions, the prediction modeling was performed for six discrete wind speeds from 0 to 3.8 mph and two stability classes (Pasquill Class D and E). All results are reported in ranges of possible carbon monoxide concentrations at three selected receptor sites (Table 4). The most probable conditions, that is, a low wind speed under a Class D stability, have been summarized in Table 5. In both cases, the results have been reported for several possible wind directions.

b. Influence of Traffic Parameters on Carbon monoxide Predictions

The results of any computer prediction process is, at best, only as good as the traffic data used as input. In urban or suburban areas, where traffic volumes are considerably affected by trips to and from places of employment, about 60 percent of the daily traffic volumes occur during the peak 8-hour period (usually from 11 a.m. to 7 p.m.). This would result in traffic volumes for the average hour of this period of about 7 to 8 percent of the daily total. In performing the analysis of carbon monoxide concentrations for this project, a range of traffic volumes from 6 to 10 percent of the average daily traffic (ADT) was used. In so doing, the computer prediction model considered a fairly wide range of pollutant source strengths. As discussed earlier, source strength is the product of traffic volumes and pollutant emission factors, the latter a function of vehicle speed, air temperature, etc. To personify the prediction process, the computer did not "know" if the range of source strength was the result of the range of volumes or the range of one of the other variables in source strength computations. It is possible, therefore to quantify the range of major input variables. Figure 3 is a plot of vehicle speed versus average eight-hour volumes (expressed in percent of ADT). Each line represents an upper or lower limit source strength used in the prediction model for two general types of highway facilities. That is, any

Figure 3



72nd Avenue Interchange
Air Quality Analysis

volume/speed combination which falls on one of the lines would yield the end point concentration predicted by the model. Any volume/speed combination falling between the lines would be included within the range of concentrations shown in Tables 4 and 5. The shaded portions indicate the most probable combinations of speed and volume. The sensitivities of the predictions to changes in either of these traffic parameters are as follows:

Arterial or local streets:
25 ± 7.5 mph at predicted volume; and
Predicted volume ± 1.9% ADT at 23 mph, or
8-hour average volume ± 25% at 23 mph

Freeways:
45 ± 13.0 mph at predicted volume; and
Predicted volume ± 1.9% ADT at 43 mph, or
8-hour average volume ± 25% at 43 mph

c. Results of Carbon monoxide Analysis

The predicted carbon monoxide concentrations for the three receptor sites used in the local impact analysis are presented in Tables 4 and 5. The background concentration has not been included in these figures. Background values are affected by many of the same variables which affect the source related contributions including time of day and the degree of area land development. The worst case background from Table 1 is shown 5 mg/m^3 although data from other areas[13,14] with similar land use and traffic characteristics indicate that background may be as high as 6 mg/m^3. The upper limit predictions shown in Table 4 would indicate that the Build alternative exhibits a slight potential for violating the eight-hour

[13] Department of Environmental Quality; correspondence October 11, 1977; file 24-5039.

[14] Oregon State Highway Division; I-205 Study Area data, Clark School.

ambient air quality standard. The highest, probable CO concentration (Table 5) would be 8.5 mg/m^3 at Phil Lewis School in 1980. The receptor sites were chosen at the school structure and thus concentrations near the right-of-way line may be somewhat higher.

Air Quality Impacts During Construction

The staging of construction activities should be sufficient to maintain traffic flow at or near present levels during peak traffic periods. Undoubtedly there will be occassions when traffic flow will be interupted or highway capacity reduced due to the necessities of construction. Adherence to the standard procedures for such activities will minimize the potential for short-term air quality impacts.

Grading operations and particulate emissions from construction equipment in addition to the existing particulate concentrations will create a high potential for short-term air quality impacts. Dust from grading operations can be reduced 50 percent by an effective watering program, a standard procedure for all highway construction projects. It is doubtful that the annual average standard of 60 ug/m^3 for total suspended particulate matter will be violated. There remains the possibility that the 24-hour standard of 260 ug/m^3 could be exceeded in the immediate vicinity of heavy construction operations. It is impossible to quantify the exact magnitude of particulate concentrations at this time.

Odors due to evaporative hydrocarbon losses from paving materials will be detectable in the immediate work area, but will be extremely short-term with no associated health hazards.

Table 4

72nd Avenue Interchange
Carbon monoxide Predictions
Washington County - 1980

Emission factors: EPA AP-42 Supplement 8

Computer programs used: EFSTOR[1] and AIRPOL4C[2]

Cold vehicle operation[3]: 34%

Hot transient vehicle operation[3]: 20%

Ambient air temperature: 40°F

Atmospheric stability: Pasquill Class D and E

Wind speeds: 0.0, 0.2, 0.7, 1.2, 2.3 and 3.8 mph

Sampling height: 5 feet

Averaging interval: 8 hours

Traffic volumes: 6 to 10 percent of average daily traffic volumes

			Concentrations in mg/m^3 for indicated wind direction[4]							
Site	Location	Project Alt.	90	130	150	160	180	215	270	310
LS1	Phil Lewis School	Build	0.3-1.0	0.6-1.6	1.1-4.1	1.1-4.2	0.8-3.0	0.3-0.4	0.0	0.0
		No Build	0.2-0.7	0.5-1.5	1.0-4.0	1.0-4.0	0.8-2.9	0.1-0.4	0.0	0.0
LS2	Phil Lewis School	Build	0.3-0.8	0.5-1.3	0.8-3.2	0.9-3.6	0.8-2.7	0.3-0.5	0.0	0.0
		No Build	0.2-0.5	0.4-1.1	0.8-3.1	0.9-3.5	0.8-2.6	0.1-0.5	0.0	0.0
STR	Structure on S.E. corner of 72nd at SW Hampton	Build	0.0-0.2	0.2-0.6	0.5-1.7	0.7-2.7	1.0-3.2	1.2-4.1	1.1-3.7	0.6-1.7
		No Build	0.0	0.0-0.3	0.4-1.1	0.6-2.1	0.9-2.8	1.1-3.8	0.9-3.0	0.4-1.3

[1] EFSTOR is an adaptation of program EFACT8 (op.cit.)

[2] AIRPOL4C is an adaptation of program AIRPOL4A (op.cit.). Programs NETWRK and MSAIRPOL were used to calculate geometric parameters.

[3] Based on data from "CRAG Consistency Determination"; September, 1977.

[4] Wind direction in degrees from north. Concentrations shown do not include background.

Table 5

72nd Avenue Interchange
Most Probable Worst Case CO Predictions
Washington County - 1980

Emission factors: EPA AP-42 Supplement 8

Computer programs used: EFSTOR[1] and AIRPOL4C[2]

Cold vehicle operation[3]: 34%

Hot transient vehicle operation[3]: 20%

Ambient air temperature: 40°F

Atmospheric stability: Pasquill Class D

Wind speeds: 1.2 mph

Sampling height: 5 feet

Averaging interval: 8 hours

Traffic volumes: 6 to 10 percent of average daily traffic volumes

			Concentrations in mg/m³ for indicated wind direction[4]							
Site	Location	Project Alt.	90	130	150	160	180	215	270	310
LS1	Phil Lewis School	Build	0.4-0.6	0.8-1.4	1.4-2.4	1.5-2.5	1.1-1.9	0.2-0.4	0.0	0.0
		No Build	0.3-0.5	0.8-1.3	1.4-2.3	1.4-2.4	1.1-1.8	0.2-0.4	0.0	0.0
LS2	Phil Lewis School	Build	0.4-0.6	0.7-1.1	1.1-1.9	1.2-2.1	1.1-1.8	0.3-0.5	0.0	0.0
		No Build	0.2-0.4	0.6-1.0	1.101.8	1.2-2.0	1.0-1.7	0.3-0.4	0.0	0.0
STR	Structure on S.E. corner of 72nd at SW Hampton	Build	0.1	0.3-0.5	0.7-1.2	0.9-1.5	1.3-2.2	1.7-2.8	1.4-2.4	0.8-1.3
		No Build	0.0	0.2-0.3	0.6-0.9	0.8-1.3	1.2-2.0	1.5-2.5	1.2-2.0	0.6-1.0

[1] EFSTOR is an adaptation of program EFACT8 (op.cit.)

[2] AIRPOL4C is an adaptation of program AIRPOL4A (op.cit.). Programs NETWRK and MSAIRPOL were used to calculate geometric parameters.

[3] Based on data from "CRAG Consistency Determination"; September, 1977.

[4] Wind direction in degrees from north. Concentrations shown do not include background.

Determination of Consistency

In a document released by the Columbia Region Association of Governments (CRAG) in June of 1975[15], the following five criteria were suggested for use in assessing the impacts of individual projects in the Transportation Improvement Program:

> (a) "Projects must not exacerbate any existing violations of air quality standards. This does not mean that new highways or highway modifications cannot be completed until air quality standards are attained, only that proposed facilities should not increase pollutant concentrations beyond the levels that already exist.
>
> (b) "Projects must not contribute to a violation of air quality standards for a pollutant for which concentrations in violation of standards have been measured.
>
> (c) "Projects must not delay the attainment of air quality standards.
>
> (d) "Projects must not interfere with maintenance of air quality standards, once the standards are attained.
>
> (e) "Projects must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles travelled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis."

In that there are no known existing violations of ambient air quality standards in the immediate study area, paragraph (a) above is considered to be not applicable. There is however a potential inconsistency with paragraphs (b) and (c). Under extreme upper limit conditions used in this analysis, the Build alternative may contribute to a violation of the eight-hour average standard for carbon monoxide. Although the probability for such a violation is slight, all receptors studied for the Build alternative exhibited CO concentrations that were equal to or slightly higher than those for the No Build alternative.

---

[15] "First Annual Determination of Consistency...", Columbia Region Association of Governments; Portland, Oregon; June, 1975.

Both the Build and No Build alternatives show nearly identical decreases in total emissions of carbon monoxide and hydrocarbons after 1980. The present Federal Vehicle emission control program, however, will be inadequate to prevent long-term air quality impacts, particularly in regard to carbon monoxide, which can be expected to return to 1980 levels by the year 2000.

This project cannot be found consistent with paragraph (e) in that no transportation control measures to reduce total travel are considered. It is apparent that motor vehicle travel will be encouraged through construction of a full interchange if further land use development is promoted. Mandatory inspection and maintenance of motor vehicles may play an important role in emission reductions but no quantitative estimate was made as part of this analysis.

Summary and Conclusions

1. Total pollutant emissions are approximately the same for both the Build and No Build alternatives. Decreases in the emissions of carbon monoxide and hydrocarbons are noted for a period of six to ten years after the estimated completion date of 1980. These reductions are the direct result of the Federal Vehicle Emissions Control Program and would occur even without the proposed highway improvements. A short-term reduction is also noted for nitrogen oxides through about 1984. Assuming no additional emission controls and land use development at the rate considered in the traffic analysis, emissions of carbon monoxide will exceed predicted 1980 levels by the year 2000. Emissions of nitrogen oxides will show significant increases beginning in the late 1980's. Hydrocarbon emissions, although predicted to increase beginning in 1990 are not expected to exceed present levels in the foreseeable future.

2. Construction of the additional interchange ramps at 72nd Avenue will reduce traffic volumes on S.W. Hunziker Street, thereby reducing the potential for adverse air quality impacts in the area adjacent to this facility.

3. Concentrations of carbon monoxide at Phil Lewis School will increase slightly under the Build alternative.

4. There is little probability of any violation of the air quality standards for carbon monoxide.

5. Vehicle inspection/maintenance programs were not considered in the analysis but would further reduce predicted pollutant levels.

6. No predictions of lead concentrations were made. EPA's phasedown timetable for lead additives in gasoline will be more than adequate to ensure no violations of the DEQ standard for this pollutant.

7. Construction of a full interchange at 72nd will provide for increased vehicle travel should land use dictate such. Resulting increases in all pollutant emissions can be expected should total travel increase.

8. Based on the suggested criteria for determining project consistency with the State of Oregon Clean Air Act Implementation Plan, this project has been found to be inconsistent with several stated goals.

Salem, Oregon
September 7, 1977

ADOlson
A. D. Olson
Preliminary Design Engineer

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Bob Ewen
Region Location Engineer

As requested by the Washington County representative at the TAC meeting August 18 a review has been made of Plan 3 to determine whether the existing structure over the Beaverton-Tigard could be used without widening at this time.

Traffic reviewed the current plan, which shows two lanes and a shadow area across the structure and two lanes and two left turn lanes south of Hunziker. This gives level of service "D" with projected traffic. They say that this would be an acceptable level for the area.

A review of the existing structure shows that the sidewalk on the east could be readily removed, a new guardrail installed on the east side, and the westerly sidewalk widened to eight feet for bicycles and pedestrians. This would give 38 feet between curbs for traffic or two 14 foot lanes with a ten foot shadow area. A copy of this plan is attached.

With this section on the structure it would be appropriate to revise the section to the south as shown on the attached sketch, providing 12 foot lanes, 2 foot median and 2 foot shy distance to the curb.

This would be a compatible section for this area and would save $400,000-$500,000. Obviously, it would not provide the flexibility provided by the wider section across the structure and through the refuge areas which would have allowed two through lanes in each direction plus the left turn lanes by just restriping the project.

At your request we had John Hanks go over Plan 3 again to develop the ultimate design which we have talked about in the past. This would utilize the existing structure widened to 64 feet between curbs. This would provide Service Level "C" for the projected traffic. Attached is this design, showing four lanes across the structure and six lanes between Hunziker Road and the Varnes Road intersections.

1 Versteeg ✓
Olson
[illegible]
Scott
[illegible]son
Savage

RECEIVED
SEP 07 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
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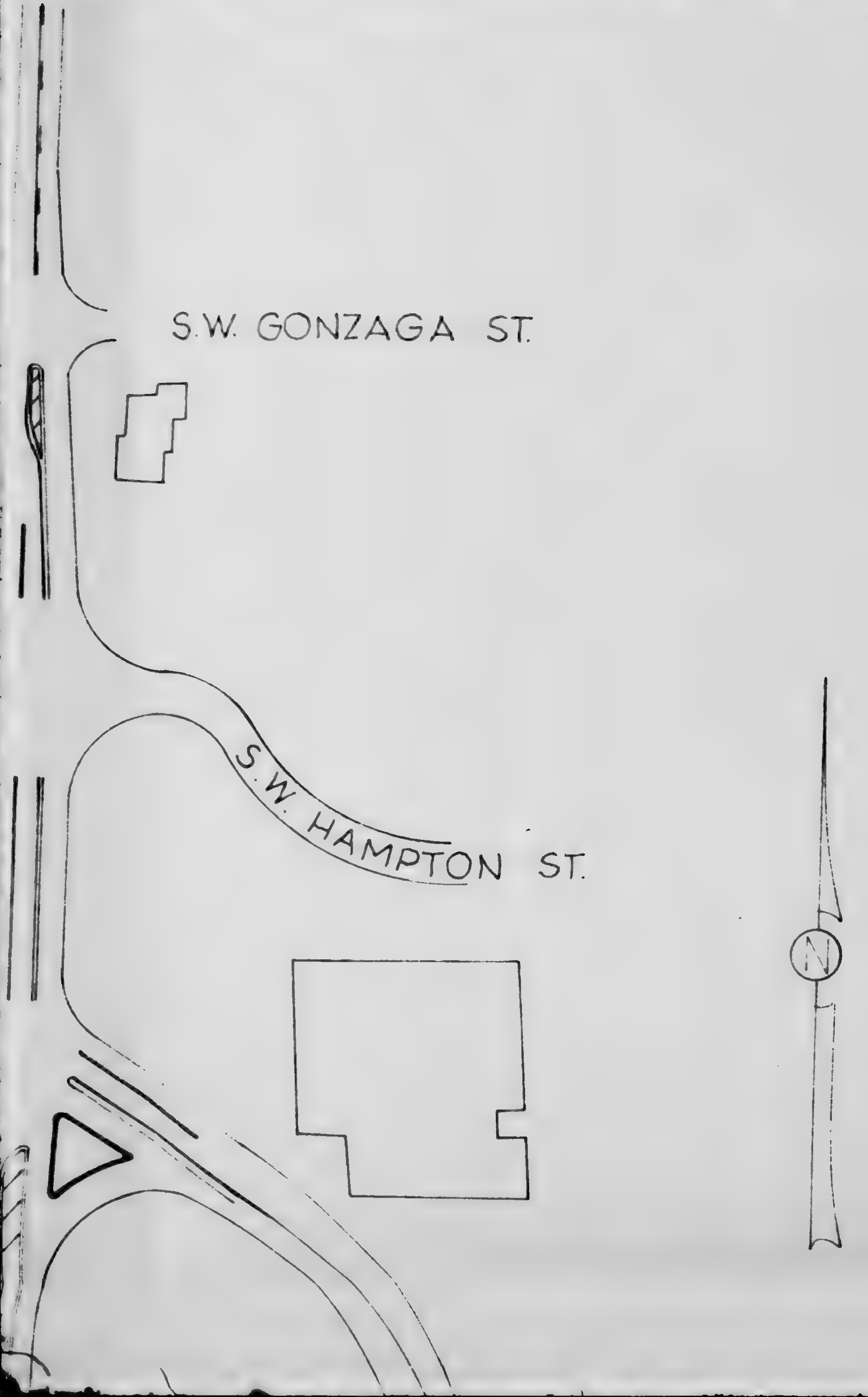
Return To
Bring Up
Other

Obviously, this last design will better serve the area in the future but whether the increase in cost and the reactions of the local people to the increased number of lanes is worth an increase from Level of Service "D" to "C" is a matter for discussion, possibly by ID Team 1. It may be that the minimal plan should be built at this time with right-of-way laid back on the east side for future widening of roadway and structure if or when it becomes necessary as opposed to widening the structure at this time.

ADO:az
cc: E. L. Hardt
R. N. Bothman



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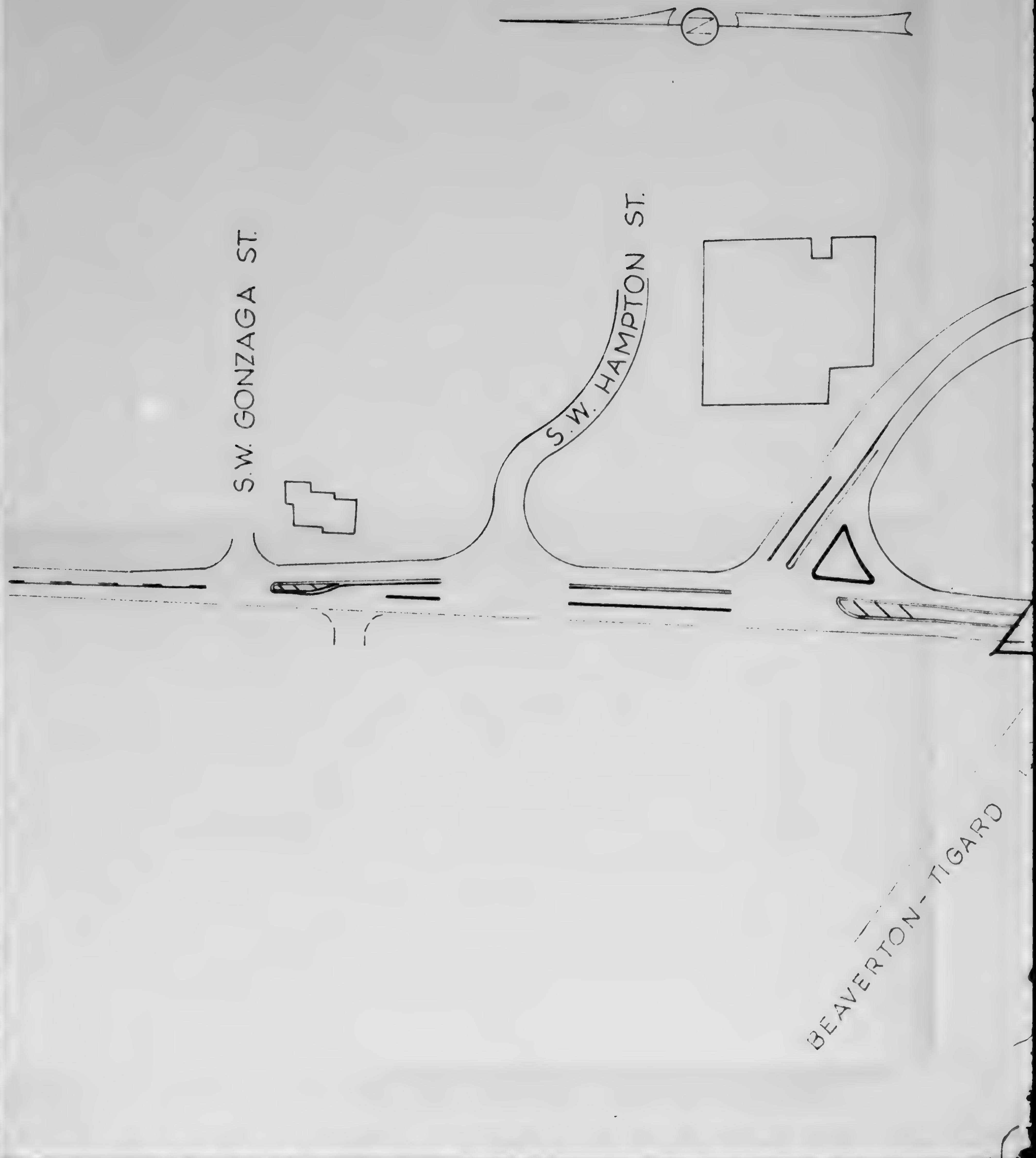
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BEAVERTON-TIGARD

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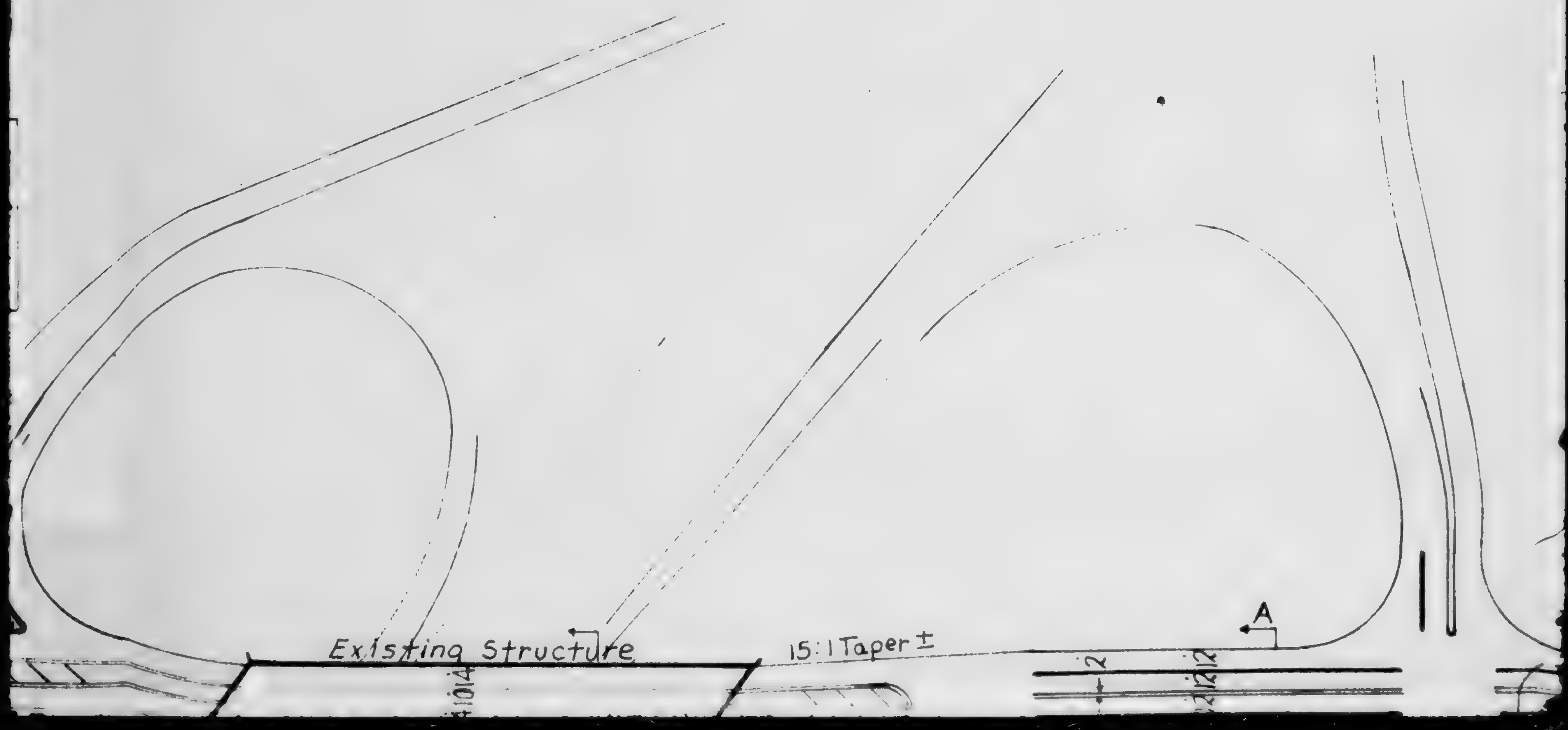
BEAVERTON - TIGARD HW
WASHINGTON CO.

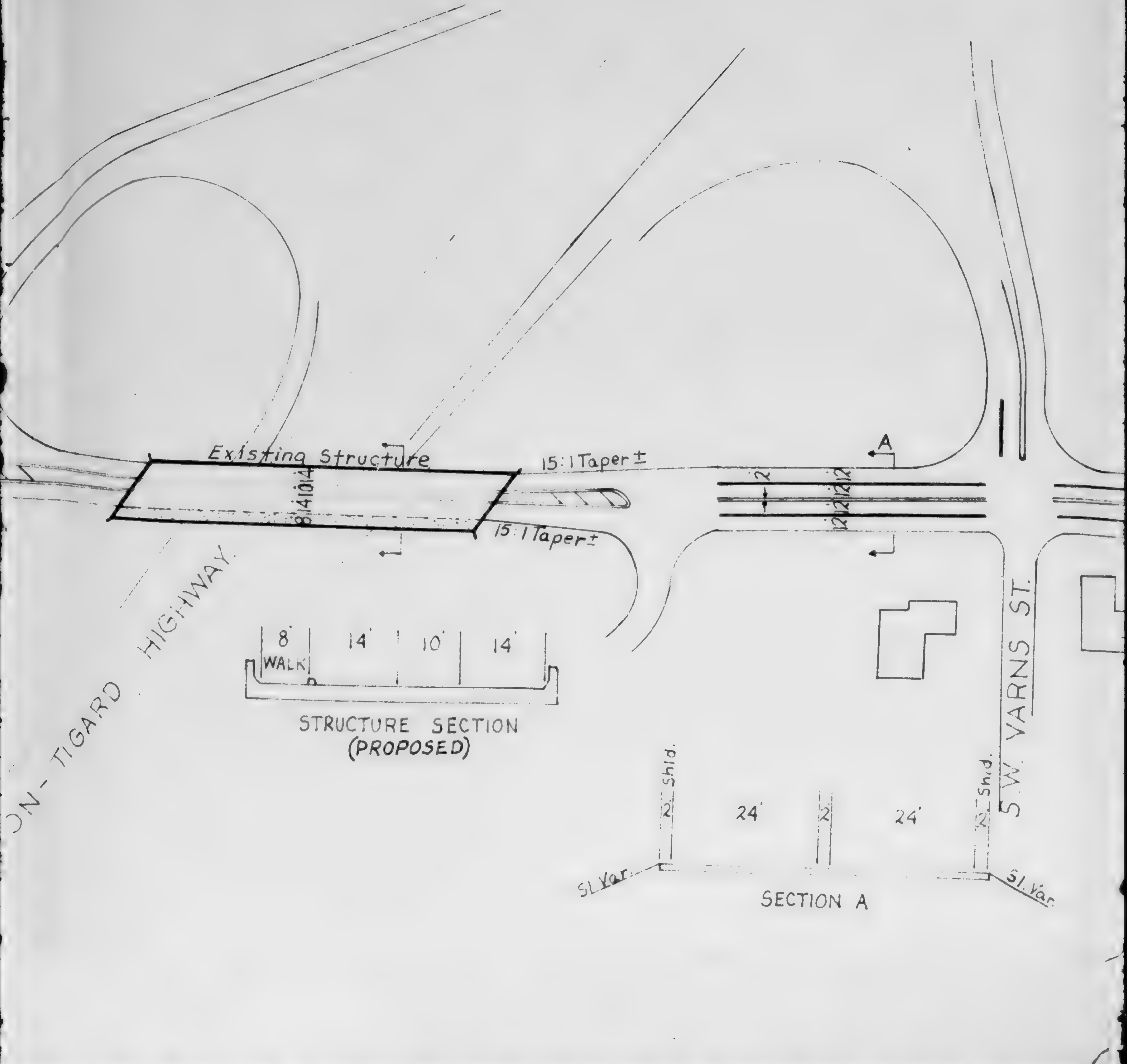
PLAN 3
USING EXISTING STRUCTURE
(LEVEL D) (20 year projection)

9-6-77



PLAN 3
USING EXISTING STRUCTURE
(LEVEL D) (20 year projection)

9-6-77



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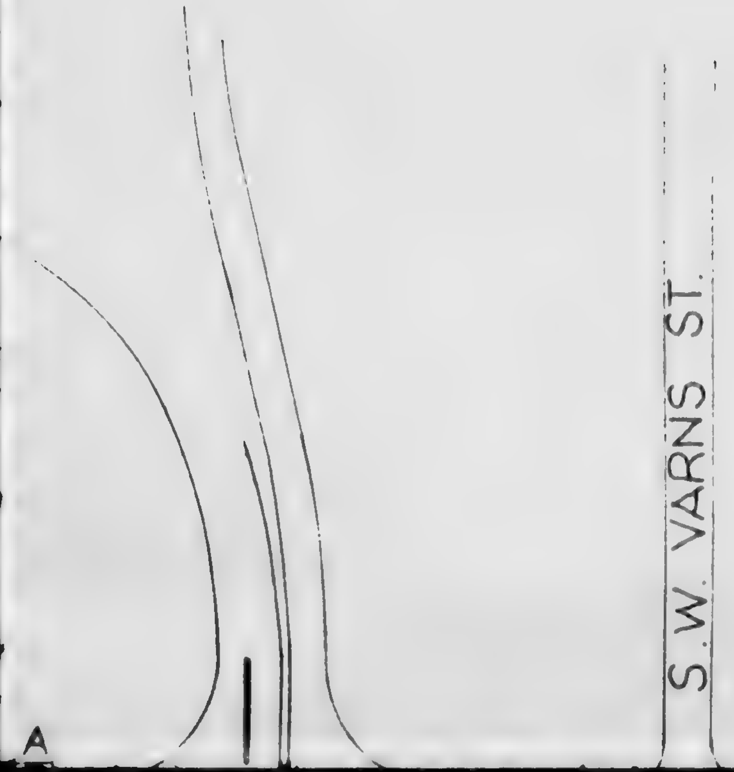

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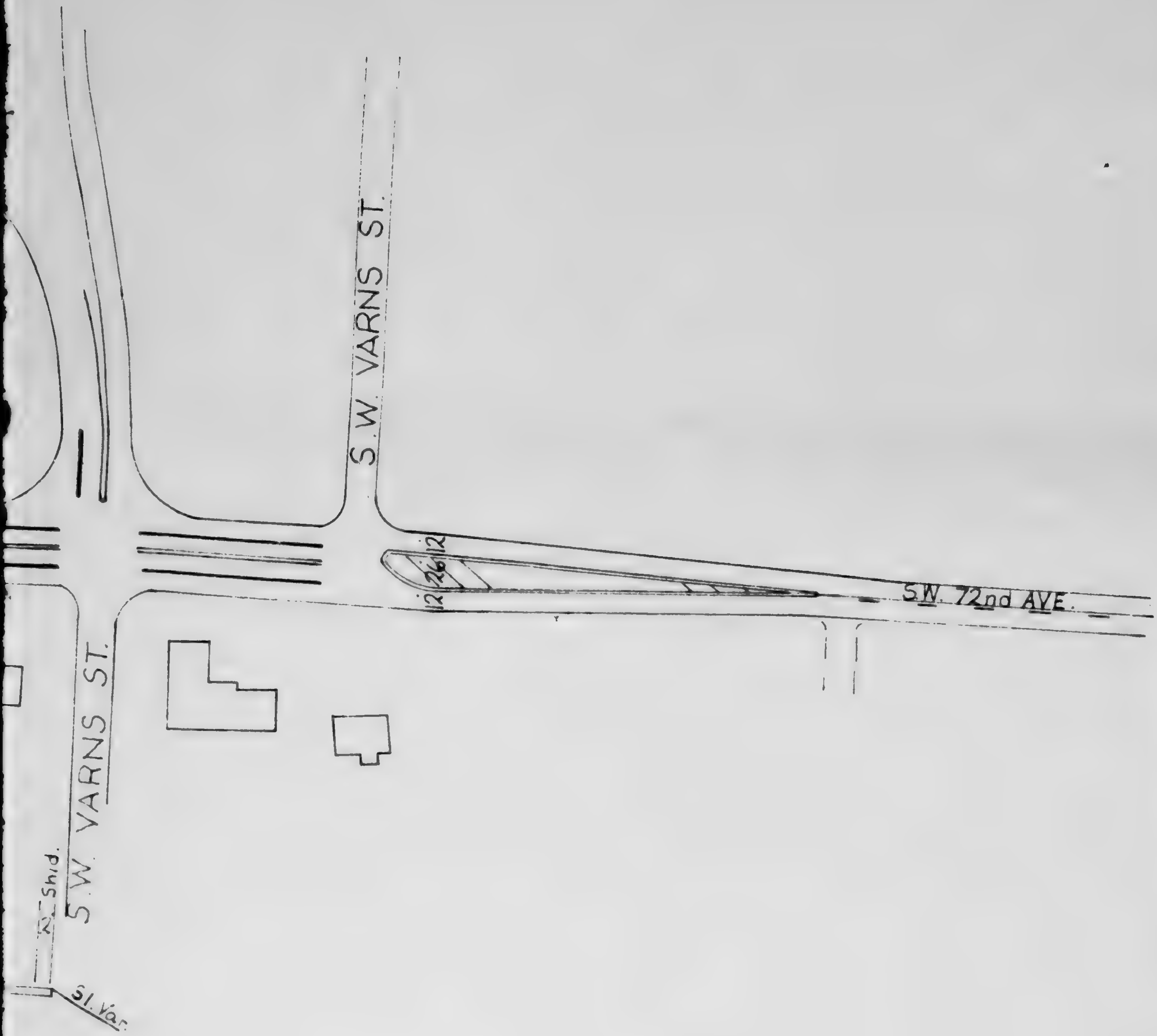

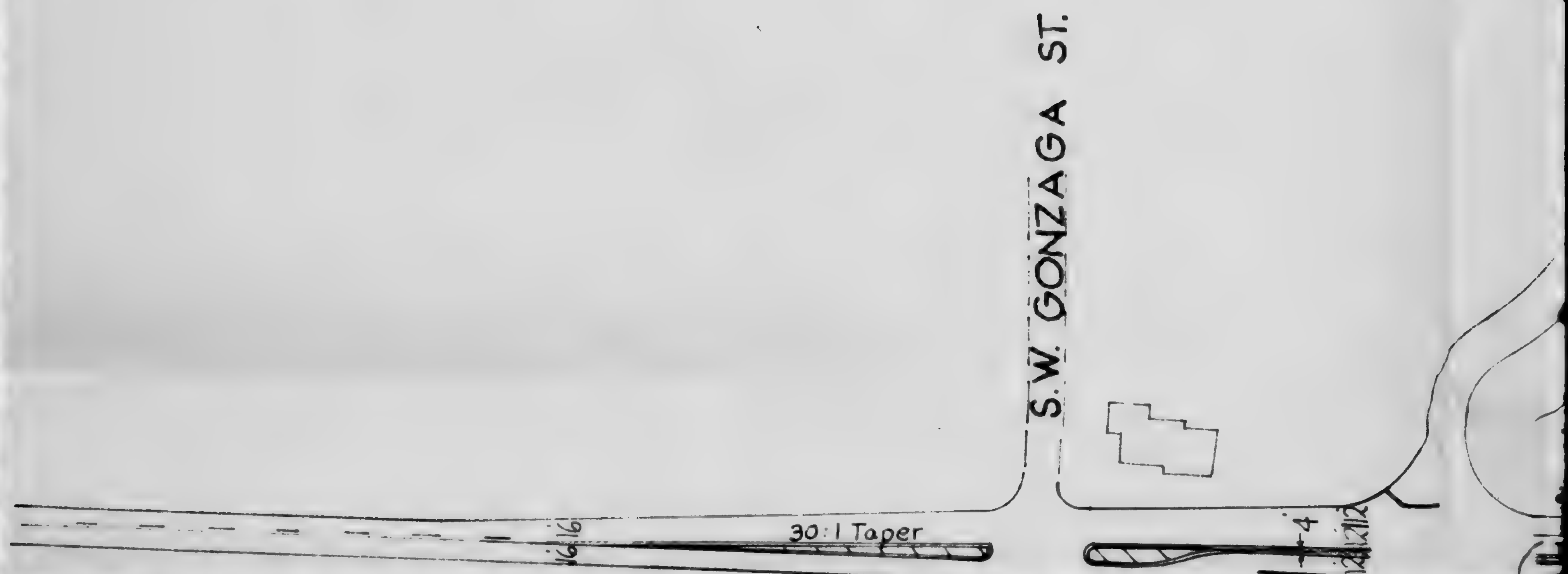
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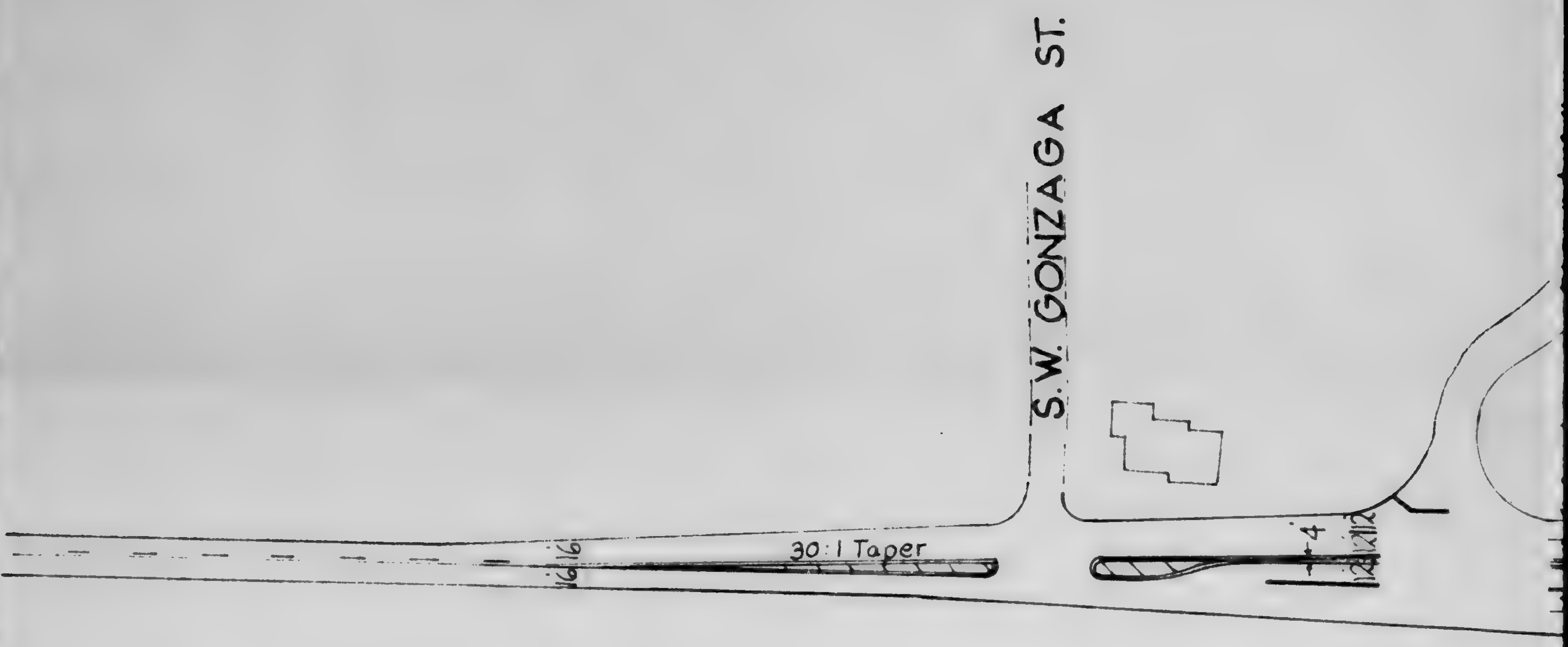
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72nd AVE. INTCH
BEAVERTON - TIGARD
WASHINGTON CO.

PLAN 3 20 YR PROJEC
(LEVEL C)

9-6-77

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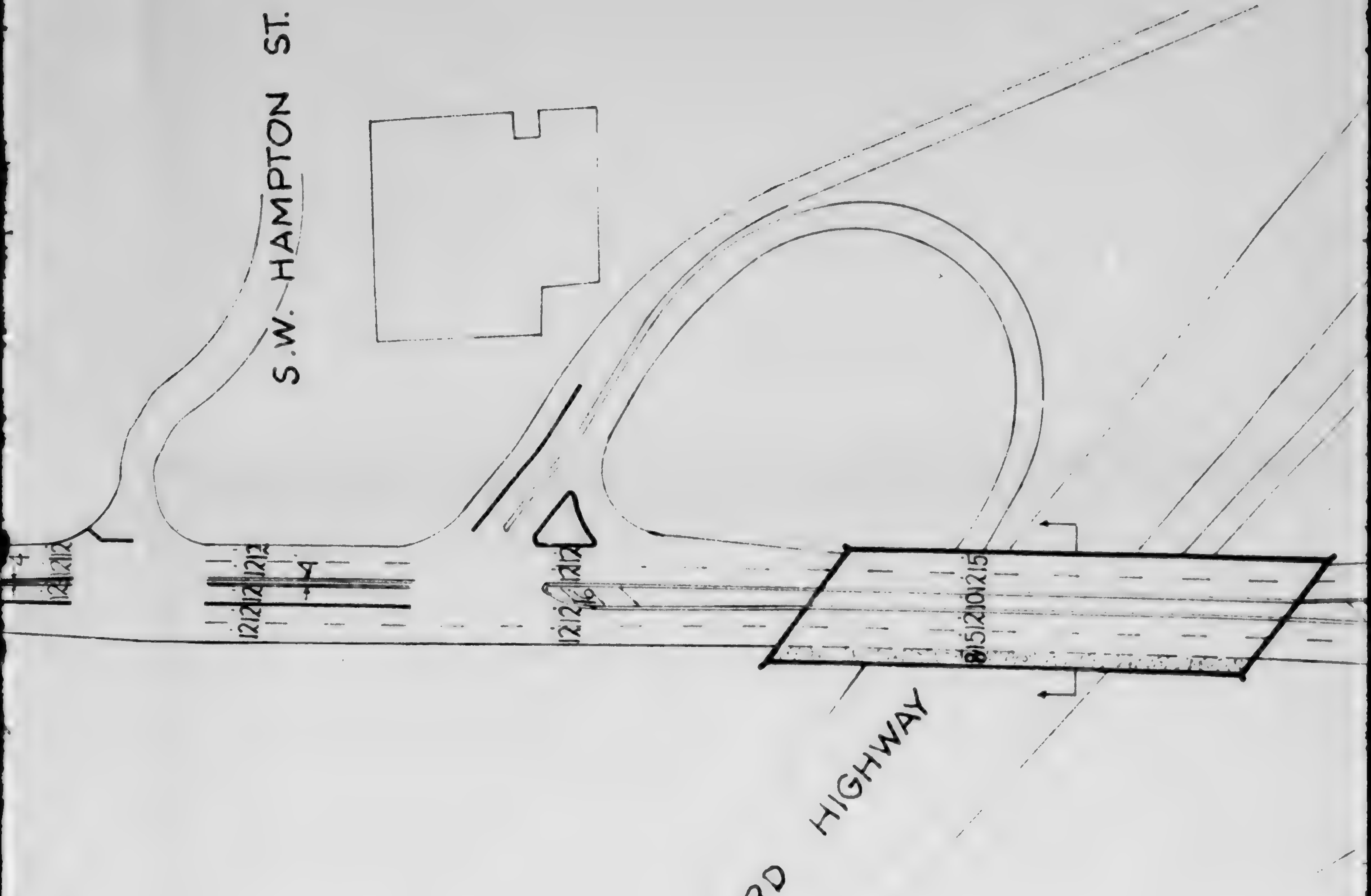
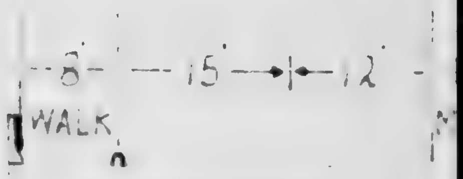
9-6-77





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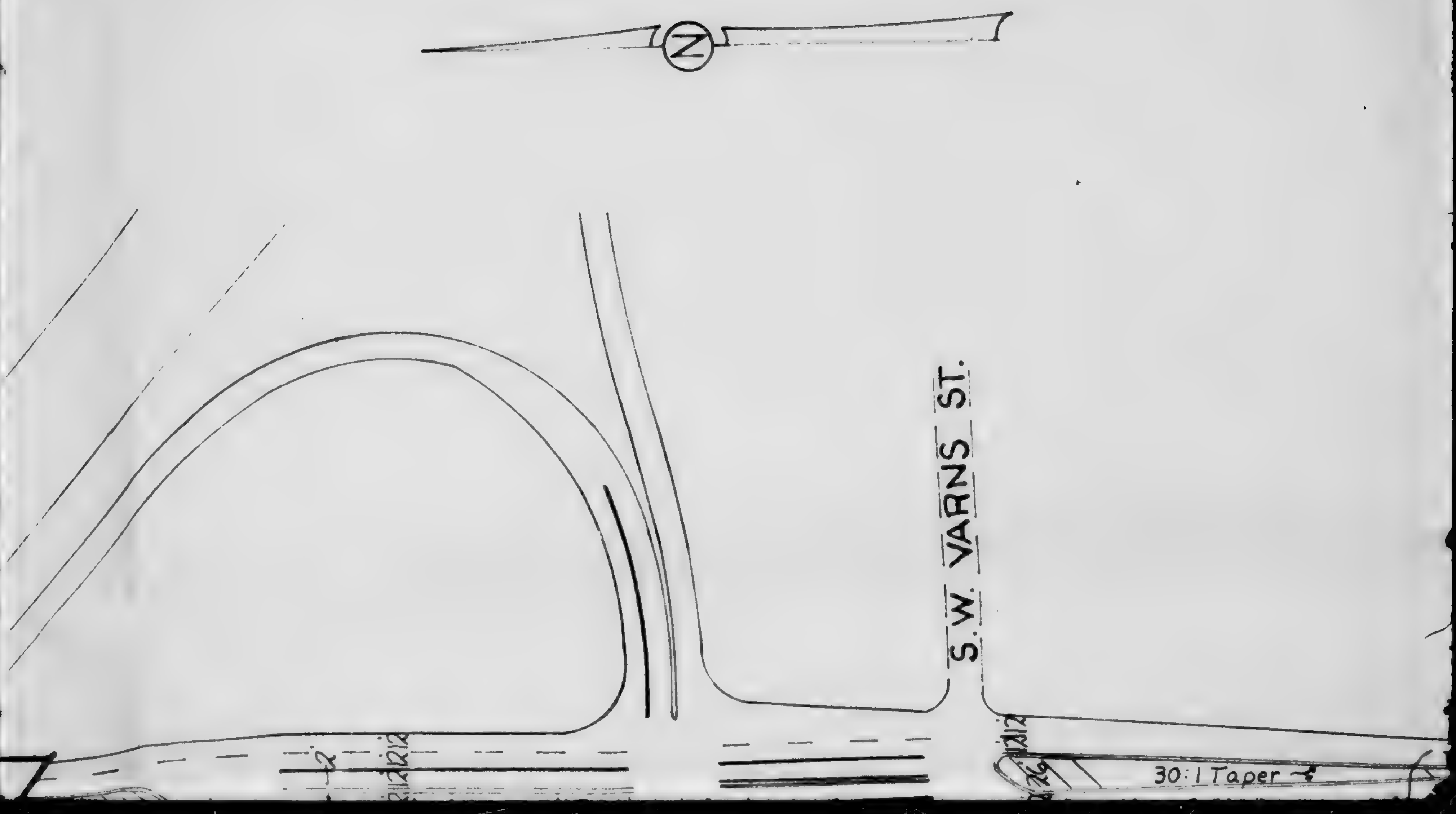

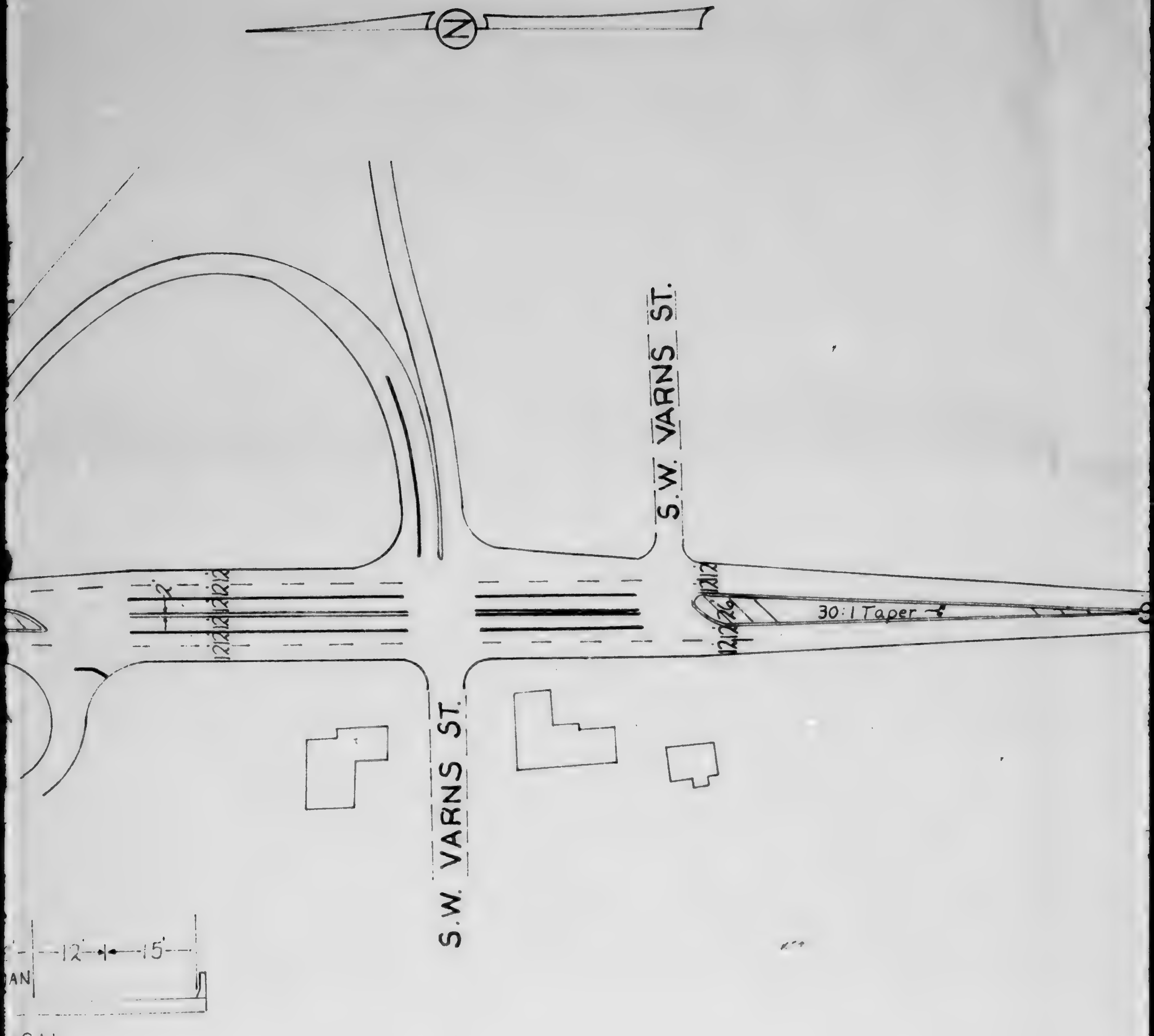
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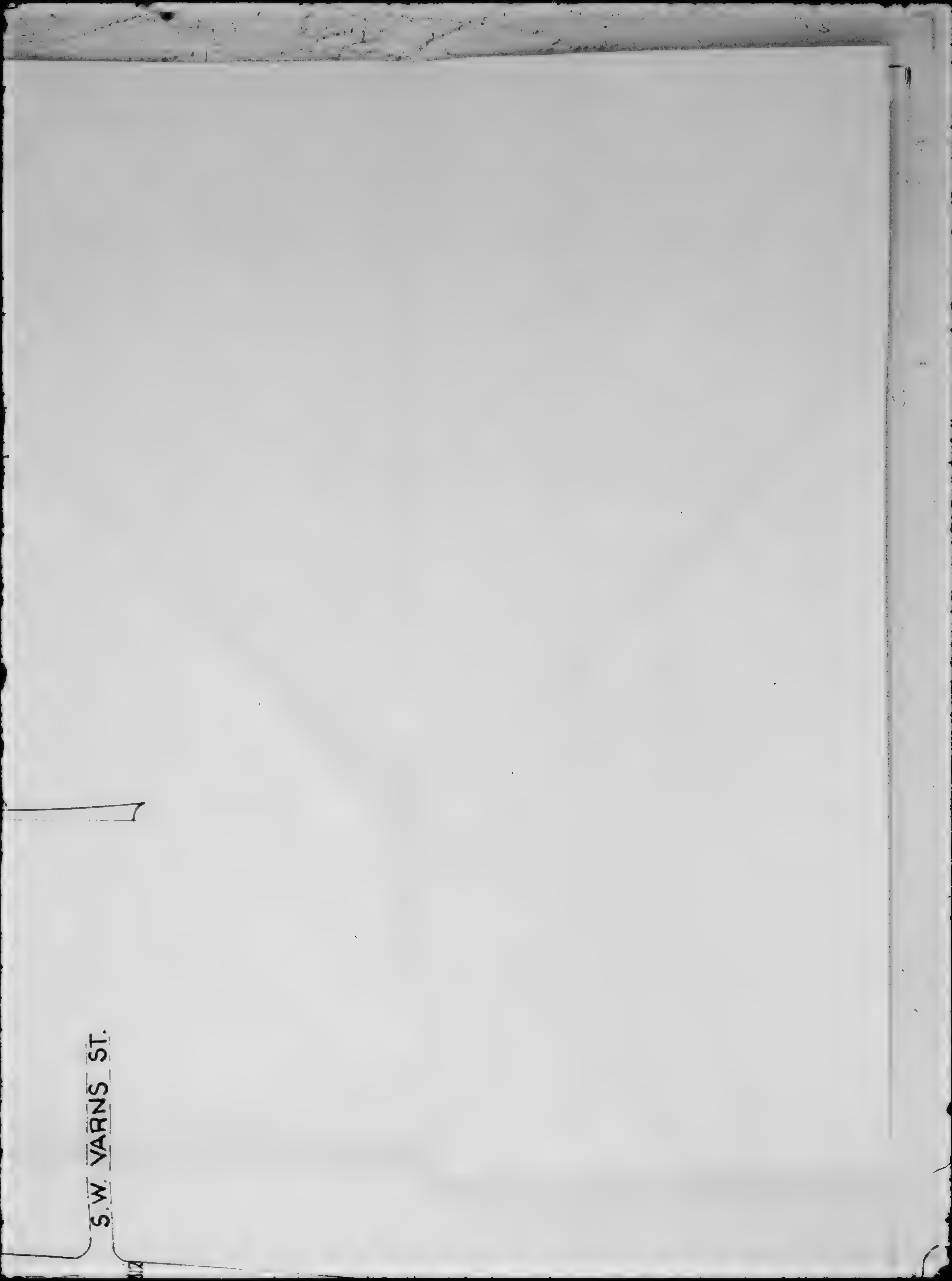
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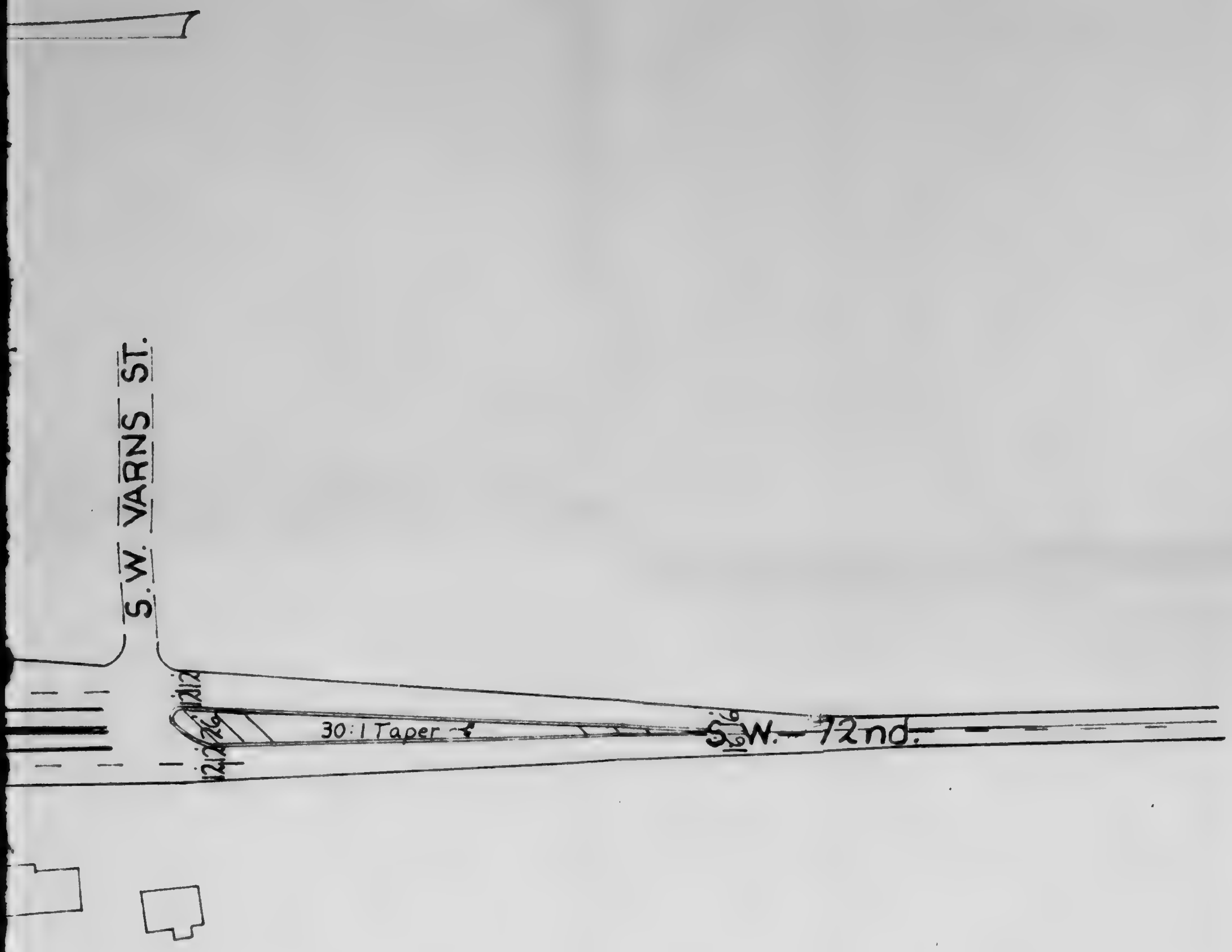
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2.

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 27, 1977

FROM: George C. Wills George C. Wills
Location Field Engineer

SUBJECT: Lane Extension
SW 72nd Avenue Interchange
Beaverton-Tigard Highway

TO: FILE

NOTED
E. S. HUNTER

In following up on my letter of February 22 requesting a survey for subject section, I find that the problem which originally warranted the project is moderating as users become familiar with the lane drop. Region and Metro both concur that the problem should be taken up with the upcoming SW 72nd Avenue Interchange. Therefore, a survey authority will not be processed for the subject project.

GCW:mc

Attachment

cc E. S. Hunter ✓
W. J. Hart
C. T. Keasey

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1977

FILE:

George C. Wills

FROM: George C. Wills
Location Field Engineer

TO: R.N. Bothman
Metropolitan Engineer

Attention: R.T. Ewen

SUBJECT: Lane Extension
SW 72nd Avenue Interchange
Beaverton-Tigard Highway

Region 1 has recommended an extension of the third lane past the northbound exit at 72nd Avenue which has been approved by E.S. Hunter.

Please prepare an Authority for Survey for Major Class 14 Funds and submit at your earliest convenience. We have tentative approval to program the construction of this project with Federal-aid funds as a part of the Kruse Way project; therefore, environmental and A-95 documentation is already clear and will not require additional documentation.

The problem is described as urgent and early submission of survey data is requested.

NOTED
E. S. HUNTER

GCW:jp
cc E.S. Hunter
Walt Hart
C.T. Keasey

RECEIVED
STATE HWY ENG
FEB 22 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX 79(4)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71110

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '77
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

orig to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-12-77

FEDERAL ROUTE NUMBER Primary 79

STATE ROUTE NUMBER Secondary 144

GENERAL LOCATION:

"S.W. 72nd Ave. Interchange (Tigard) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 11, 1977, letter, you are now authorized to proceed withall phases of preliminary engineering including utility preparatory work effective May 12, 1977, at a total estimated cost of $85,000 - Federal funds $72,930.

DATE 5-12-77

SIGNATURE OF APPROVING OFFICIAL Halach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman
J. D. McClure
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: SW 72nd Ave. Interchange

DATE: May 3, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7704 2 170

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

[illegible] GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT APR 14 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION MAY 2 1977

PNRS STATE REVIEW

SALEM

Project #: 7704 2 170 Due Date: APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See back page

Agency LCDC 4/28 By Gustafson

PNRS # 7704 2 170

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Washington County comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 (Land Use Planning) #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

4/26/77

cmg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
APR 27 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

APR 29 1977

Project #: 7704 2 170 Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS 72ND AVE INTERCHANGE ON THE BEAVERTON - TIGARD HIGHWAY WILL BE MONITORED BY THE HIGHWAY ENVIRONMENTAL SECTION IN CONSULTATION WITH THIS OFFICE FOR THE IDENTIFICATION AND PROTECTION OF CULTURAL RESOURCES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANC
525 TRADE STREET SE
SALEM, OREGON 97310

Agency __________ By __________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
APR 27 1977

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
APR 14 1977

PNRS STATE REVIEW

Project #: 7704 2 170   Due Date: APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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(X) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ   By Carl A. Simons

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7704 2 170 Due Date: APR 29 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will impact an area that provides habitat for many species of wildlife. As much natural vegetation as possible should be left undisturbed or additional vegetation established to minimize the reduction of wildlife habitat.

Agency Fish + Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 4/15/77

9

2.

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
DOT OPERATIONS
APR 21 '77
REFER TO

FOR

Info	Inves	R/D	J/R	Sign	Act	File

TO: THE FILE

DATE: April 19, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Sunset Highway/Highway 217 interchange

I met with Carl Buttke to review his consultant efforts for the Petercourt development at the Highway 217 interchange.

Buttke has been assigned the responsibility of developing the roadnet for the Petercourt development, located roughly between St. Vincent Hospital at Highway 217 and the Sunset interchange, and Cedar Hills Boulevard and the Sunset interchange, on the northside of the Sunset Highway. The roadnet includes the extension of Barnes Road through the entire length, plus a roadnet to connect existing roads located north of the Petercourt property.

The purpose of the meeting was to review the state's requirements in construction of the north half of the Highway 217/Sunset Highway interchange.

Don Adams and I reviewed the work done to date in conjunction with the transitway, as well as previous work done.

Tom Spear was also in attendance and reviewed the work which is starting immediately to provide four lanes on Barnes Road from the Sunset/217 interchange in an easterly direction to the county line. This project is established in three phases starting at the Sunset/217 interchange and extending easterly.

All of the alternatives worked out by Mr. Buttke for Petercourt involve a relocation and extension of Barnes Road about 700 feet north of and parallel to the Sunset Highway, intersecting the existing Barnes Road at St. Vincent Hospital, and extending westerly to its connection with Barnes Road, about one-half mile east of Cornell Road.

It appears this relocation of Barnes Road, about 700 feet north of the Sunset Highway at the Highway 217 interchange, would provide adequate working room for development of an interchange, as well as a transit connection to a facility on the Sunset Highway.

Limbocker should review this proposal to determine if 700 feet provides adequate space for our future requirements.

Tom Spear indicated the Washington County commission will request a $4 million set-aside for this interchange from e(4) funds on April 28.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
W. J. Hart

NOTED
F. B. [illegible]

81-125-1387

[illegible]

GENERAL FILES

STATE OF OREGON
1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977 Telephone 238-8226

DON VREDEBURGH
District Manager
Farmers Insurance Group
Park Plaza West, Suite 324
10700 Southwest Beaverton Highway
Beaverton, OR 97005

I have received your letter of April 7, pointing out your plan to construct a professional office building at the Highway 217 and 72nd Street interchange.

Our current estimated target date for completion of the proposed four-way, on and off ramps is 1981.

Two of the current three alternatives for the additional ramps would require the acquisition of a portion of your property upon which you propose to build. Therefore, it would be necessary to move or modify those improvements if one of those two alternatives is selected. The work is preliminary at this point, but we do have sketches of the alternatives available indicating the affect of the current planning upon your property.

I have asked our project coordinator, Robert Ewen, to contact you to review the plans and perhaps work towards a solution agreeable with the plans you have for your property.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
E. S. Hunter
W. J. Hart

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
APR 21 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FARMERS INSURANCE GROUP

DON VREDENBURGH
DISTRICT MANAGER

MEMBER OF THE PRESIDENTS COUNCIL

PARK PLAZA WEST, SUITE 324
10700 S.W. BEAVERTON HIGHWAY
BEAVERTON, OREGON 97005
Phone: Bus. 643-9411

April 7, 1977

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97301

RE: Intersection of Highway 217 & 72nd Street, Tigard, Oregon. S.W. Hampton Street, East of S.W. 72nd Avenue (Washington County Tax Map 2S1 1AC, Tax Lots 1400 & 1500.) See map enclosed.

I plan to construct a professional office building on the two above lots which adjoin the intersection of Highway 217 and 72nd Street.

It would be appreciated if your department would respond to the following questions as soon as possible.

1. What is the estimated target date of the completion of the proposed four way on and off ramps?

2. If I improve Hampton and 72nd Streets by installing curbs, sidewalks & etc. prior to the States completion of the intersection, is there any assurance that it will not be necessary to remove or modify these improvements and rebuild them to comply with final development of the intersection?

Yours very truly,

Don Vredenburgh

Don Vredeburgh
District Mgr.

DV/md

RECEIVED
STATE HWY ENGR

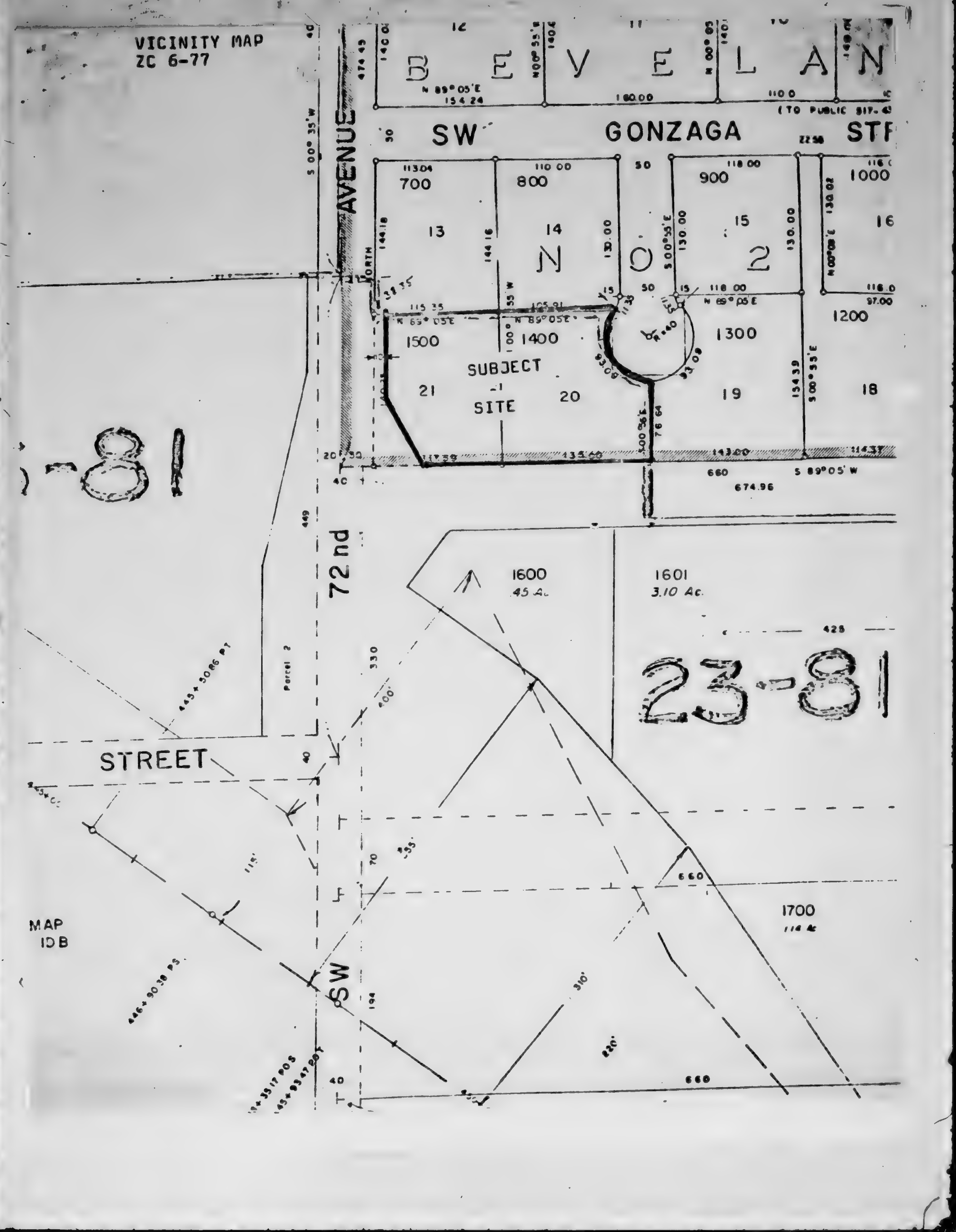
APR 8 '77

REFER TO
Bothman

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

VICINITY MAP
ZC 6-77



7466 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 18, 1977

In reply refer to: 1041EC.3
X Ref. 710.32

SUBJECT: Oregon Project IX 79(4)
S.W. 72nd Ave. Interchange (Tigard) Sec.

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Rulien's request of April 11 for transfer of Interstate substitution funds to cover all phases of PE, Right of Way and construction for the subject project has been modified by this office to cover preliminary engineering only at this time at a total estimated cost of $85,000 - FF $72,930.

Transfer funds can only be requested for that phase of work that can be authorized upon receipt of obligational authority. ✓

As indicated in Mr. Rulien's letter, this project must have an adopted Final Environmental Impact Statement before any right-of-way or construction can be approved. When the final EIS has been adopted and the necessary advisory time has expired, your request for Interstate Transfer funds should be submitted. ✓

G. L. Green

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

File

2.

FORM 81-[illegible] 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
March 28, 1977

FILE:

David A. Willhite

FROM: DAVID A. WILLHITE
Project Coordinator

TO: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Followup of Bob Bothman's
Letter of February 15 to
Richard and Sharon Fallstad
4620 S.W. Maple Avenue
Beaverton, Oregon

On Thursday, March 17, I visited Sharon Fallstad to discuss the impacts they are experiencing due to Highway 217 in Beaverton. Their house sits several hundred feet from our right-of-way with three or four other houses between them and the right-of-way. Due to Highway 217 being elevated at this point, Highway 217 traffic is visible from the Fallstad's house. Though the actual visual impact was minor, it could well become a source of irritation.

I explained to Mrs. Fallstad that due to our limited amount of funds, we would not be able to participate in any work to relieve these impacts at this time. She indicated that both she and her husband were aware of this problem and had not really anticipated the extensive efforts put forth in the reply to their letter.

They had discussed in the past purchasing the trees and planting them themselves if the state would grant permission for them to trespass upon the right-of-way. I told her that as maintenance of the plantings would eventually fall under the jurisdiction of our District Maintenance Engineer in Sylvan, that permission to do the planting, location where the planting should be done, etc., should be discussed with him.

I gave her Bill Geibel's name, address and phone number and suggested if they wished to pursue the idea of buying the trees and planting them themselves, that they contact Bill Geibel to obtain permission.

I also suggested that if they wished to go ahead, that they consider an evergreen type tree such as Pyramidal Arborvitae or one of the other rapid growing evergreens that would give the screening effect year round.

Mrs. Fallstad seemed very pleased with the efforts of the Highway Division and the replies from the Governor's office and Mr. Bothman and did not indicate any ill feelings toward the state or Highway Division. No further contact or action is planned.

RECEIVED
STATE HWY ENGR
APR 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DAW/ldo

cc Coulter

PRI PR2 DE
C. H.D. = METRO
MAR 30 1977
OE FILE [illegible]A

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 15, 1977

Telephone 238-8226

RICHARD and SHARON FALLSTAD
4620 Southwest Maple Avenue
Beaverton, OR 97005

Governor Straub asked the Department of Transportation to respond to your questions on the development of Highway 217.

The department has attempted to respond to public demand in the development of highways for many years. Only in recent years has the public become aware of increased noise and visual pollution.

Projects now take into consideration a complete analysis of noise, air, and visual impacts from freeway and transitway facilities, which are considered in the design.

The Department of Transportation is reviewing some of the serious areas along freeways in the Portland area to screen residential areas.

A department representative will contact you soon to discuss the impacts you are experiencing along Highway 217 in Beaverton.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Governor Straub
Senator Atiyeh
Representative Ragsdale
State Hwy. Engr. Coulter

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR

2-16-77
cy Bothman

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 8, 1977

Mr. and Mrs. Richard Fallstad
4620 SW Maple Avenue
Beaverton, Oregon 97005

Dear Mr. and Mrs. Fallstad:

I am sending your letter to your Senate Representative, Victor Atiyeh, and to your Representative in the House, Mike Ragsdale. I'm sure they will be interested in the bills you feel should have their support this legislative session.

I am also asking the Department of Transportation to look into the matter of Highway 217. They will respond to your concerns soon.

Sincerely,

Governor

RWS:bh

bcc: DOT
Mike Ragsdale
Victor Atiyeh

RECEIVED
STATE HWY ENGR
FEB 11 '77
REFER TO
Bothman
FOR
D.R. See Act. File

COPY

RECEIVED

RECEIVED
FEB 8 1977
Governor's Office

4620 S.W. Maple Ave.
Beaverton, OR 97005
4 Feb. 77

Governor Straub
Salem, Oregon

Honorable Governor;

I am writing to request the names of the representatives for this area (Eastern Washington County) in the State Legislature.

Also, I wish to express my support for several new bills. How would I best support the following bills:

1. Requiring the use of seat belts.
2. Requiring a deposit on wine bottles.
3. Requiring a deposit on all beverage containers.
4. Not allowing people to alter sound control devices on all vehicles. Specifically, not allowing people to purposely create noise with cars, motorcycles, lawn mowers, etc. (DEQ related)

Governor Straub
Salem, Oregon

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Also, I wish to express my support for several new bills. How would I best support the following bills:

1. Requiring the use of seat belts.

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3. Requiring a deposit on all beverage containers.

4. Not allowing people to alter sound control devices on all vehicles. Specifically, not allowing people to purposely create noise with cars, motorcycles, lawn mowers, etc. (DEQ related)

I also want to take this opportunity to voice my support for: land use planning, flouride in the water, gun control, increased motor vehicle tax based on weight & horse power, pollution control, revised school financing, bicycle ~~bo~~ paths, control of non-essential food additives, strict energy use building codes and more railroad crossing gates/signals.

I also have a complaint. When highway 217 was built from Tigard to Sunset Highway little was done to screen the highway from existing residences. We live off Beaverton-Hillsdale near it's intersection with 217. The highway 217 at this point is raised above ground level & the noise & visual pollution has noticeably ~~[illegible]~~ reduced our house value & is a nuisance. What is the highway dept. doing? They come in & bulldoze (literally & figuratively) across our land & don't make any reasonable effort to screen their asphalt pollution. Why? ~~Do~~ 20 lombardy populars cost that much? I'll gladly plant them myself. Yes, I'm very serious. How about some concern, at all levels, for the quality of life. Oregon brags about ecology - well, here is a chance to carry thru on your promises.

I want to thank you in advance for your help.

Sincerely,

based on weight & horse power, pollution control, revised school financing, bicycle ~~bo~~ paths, control of non-essential food additives, strict energy use building codes and more rail-road crossing gates/signals.

I also have a complaint. When Highway 217 was built from Tigard to Sunset Highway little was done to screen the highway from existing residences. We live off Beaverton-Hillsdale near it's intersection with 217. The highway 217 at this point is raised above ground level & the noise & visual pollution has noticeably reduced our house value & is a nuisance. What is the highway depts doing? They come in & bulldoze (literally & figuratively) across our land & don't make any reasonable effort to screen their asphalt pollution. Why? Do 20 lombardy populars cost that much? I'll gladly plant them myself. Yes, I'm very serious. How about some concern, at all levels, for the quality of life. Oregon brags about ecology - well, here is a chance to carry thru on your promises.

I want to thank you in advance for your help.

Sincerely, Richard & Sharon Fallstad

9464(#2).

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 30, 1977

TO
Executive Department
Federal Aid Coordination Unit

Columbia Region Association of
Governments
527 S.W. Hall Street
Portland, OR 97201

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

D E Swan

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2a
Section: SW 72nd Ave. Intchge.
Highway: Beaverton-Tigard Hwy., ORE 217
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 2, 1977.

BLG:ljt

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. J. Hart
District Engineer: J. D. McClure
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 State Highway Division	
03	12] APPLICANT ADDRESS STREET [45 DOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378 — 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 SW 72nd Ave. Intchge.		
11	12] PROJECT LOCATION—CITY Tigard Beaverton-Tigard Hwy. ORE 217	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: 1S R: 1W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is approximately 0.9 miles in length involving right-of-way

06 12] acquisition providing for construction of a full interchange with the [71

07 12] Beaverton-Tigard Highway (See attachment) [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,469,700		243,300			1,713,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. DOT	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: March 30, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	May	2	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3/30/77

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 2 project of Major Significant impact under Oregon's Action Plan.

This project is proposed by the State Highway Division and the City of Tigard.

Action Plan procedures will be followed in regard to hearings and right-of-way.

DIST 2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 10, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
SE 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 2 project of MAJOR action. (Significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 1 : E. L. Hardt
District 2 : W. W. Geibel

APPROVED
ESH
E. S. Hunter
Date 12-12-75

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info. | Inves | R/D | D.R | Sign | Act

A-95

BEN GIFFORD

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 3, 1975

In reply refer to: 1041A.1

SUBJECT: Oregon Project US-466(-)
SE 72nd Avenue Interchange
Beaverton-Tigard Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 10 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William Kappen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info Inves R.D. D/R Sign Act

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO Rulien
FOR
Info Inves R.D. D/R Sign Act ✓

cy [illegible]

DEC 10 1975

GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 5, 1975

A. PROJECT IDENTIFICATION

US-466(-)

Name of Project SW 72nd Avenue and ORE 217 Interchange (Section)

Location of Project - Beaverton-Tigard (Highway Name) ORE 217 (Highway No., US - ORE)

Tigard (City) Washington (County) 1 (Region)

Program Statewide Bond Program (Funding) (Possible Fed. Aid) $800,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To add an on-ramp from 72nd AVenue to westbound 217 and an off-ramp from eastbound 217 onto 72nd Avenue; to widen the existing 72nd Avenue overpass structure to accomodate left-turn refuges and four travel lanes.

Origin and History: Existing and proposed businesses in the area to be served by this interchange desire a full interchange for convenient access from 217. Washington County has designated this project as its first priority for the Statewide Bond Program.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 0.9 miles

Termini The interchange is located approximately 1.2 miles southeasterly from Tigard at the intersection of SW 72nd Avenue and Highway 217 at MP 6.69.

Alignment (new or existing) Two new ramps and partial rebuild of existing ramps and structure.

CATEGORY 2 PROJECT

MAJOR- SIGNIFICANT

Description of Project (cont.

Right-of-Way (acreage and type of land use) Approximately 1 to 3 acres of additional right of way may be required, depending on the design used. Some residential property and a small amount of school property might be affected.

Typical Section Standard one-way ramps with paved shoulders, without curbs.

Bikeway Bikeway will be investigated for Highway 217 and SW 72nd Avenue

Structures Existing structure to be widened to accomodate four lanes and left turn refuges.

Additional Facilities Fencing of right of way, special striping and signing due to proximity of the school and surrounding residential area.

Access Control Full access control

Materials Earth material will be used for embankments. Gravel and pavement for base and surfacing. Concrete and steel for the structure widening.

Borrow and Waste Disposal Borrow materials are available through commercial sources. Waste material to be hauled to landfills.

Special Construction Methods No special methods anticipated.

Characteristics (ADT) 72nd Ave: 2,400 (1973, without improvement); 3,200 (1974, if improved); 12-13,000 ADT projected for 1994. Hwy 217: Approximately 18,000 (1973). Average 1974 projected ADT for improved interchange = 1,700.

Other General Information (or Supplemental information to items) Some feeder streets in this immediate vicinity may require realignment. Control of traffic during construction, especially during rush hours, will probably be required. Dust and noise control should be given special attention due to the proximity of the school and residences.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Proposal is to revise the existing two-ramp, half-interchange to a full diamond interchange, requiring four ramps.

"No build" alternative".

Alternative patterns for the connection of the off-ramp of eastbound 217 to 72nd Avenue and Hunziker will be considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Tigard Triangle businessmen support the project and the Tigard School District expressed opposition to it at the 1974 State Highway 6-Year Construction Program hearing.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Corridor/design Tentative Date(s)__________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies City of Tigard; Washington County

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation CPO #4

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status **Date**

☐ Survey Authorization__________

☐ Reconnaissance__________

☐ Field Location__________

☐ Office Location__________

☐ Field Prel. Design__________

☐ Office Prel. Design__________

☐ Final Design__________

☐ Contract Plans__________

FHWA

Status **Date**

☐ Systems Planning__________

☐ Prel. Engineering__________

☐ Corridor Approval__________

☐ Design Approval__________

☐ Plans, Specifications and Estimates Approval__________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)__________

The project is located in an area of rolling topography. As 217 approaches the 72nd Avenue interchange from the west, it crosses a small drainage which originates in the Tigard Triangle area and flows southerly to Fanno Creek. ORE 217 is on a fill as it crosses this drainage, then it cuts deeply through the ridge along which 72nd Avenue passes. The resulting differences in elevation between the two highways will require significant amounts of earthwork to achieve an acceptable grade for the westbound 217 off-ramp. Six 80' Douglas Firs stand between 217 and Lewis School. Most other vegetation likely to be affected consists of grasses and herbs. A small grove of trees - mostly hardwoods -lies in the low area between 217 and Lewis School. Soils consist of heavy clays, with exposures of basalt in the existing cut clopes.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The existing single-family residential areas in the Tigard Triangle are gradually being converted to office commercial, commercial and multiple family residential uses, as proposed in the yet-unadopted Tigard Triangle Plan. This trend is resulting in increased traffic to and from the area and will increase noise levels and reduce air quality. The pastoral setting of the area is being overtaken by this intensified development. Lewis School is located in the northwesterly quadrant of the interchange; a single family residential neighborhood lies just south of 217, west of 72nd Avenue. Further south, 72nd Avenue serves industrial sites between I-5 and the Southern Pacific Railroad lines. Power lines cross 217 just west of 72nd Avenue; the poles would have to be moved to accomodate the added ramps.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

One to three acres of new right-of-way maybe required.

Consequences:

May affect some residential and a small amount of school property, depending on the design of the interchange and the adjustment of the alignment of Hunziker Road.

2. Estimated Changes in Traffic Patterns:

The project would create direct access between 72nd Avenue and points west and Sunset Highway (US 26) via 217.

Consequences:

Heavy increases in traffic at the interchange and rapid acceleration of development in the Tigard Triangle.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

The most significant changes in land use will be a secondary impact of the project, resulting from improved access to and from the Tigard Triangle.

Consequences:

Increased desireability for commercial development; decreased desireability for existing single-family residential.

4. Expected Adverse Effects on Natural Ecological Resources:

No significant direct impacts.
Secondary development will result in a significant reduction of existing natural vegetation and habitat now widely distributed in the Tigard Triangle area.

Consequences:

Locally reduced bird populations and species diversity.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Conversion of lower density, semi-rural residential situation to more intense uses.

Consequences:

Reduced opportunities for semi-rural life styles near urban amenities. Reduced visual amenities associated with existing open space and woodlands. Increased noise levels and traffic near Lewis School.

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

1. Secondary development implications
2. Noise and traffic increases at Lewis School.

7. Potential for Controversial Issues:

See preceeding item No. 6.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Since the project would affect development in an area surrounded closely by three principal arterials (I-5, 99W, 217) air quality factors are likely to be critical. CO levels currently approach the air quality limit at the nearby I-5/217 interchange.

b. Noise Standards

Noise levels estimated from traffic data presently approach L_{10}=70dBA for 217 and 72nd Avenue at Lewis School. Projected volumes are likely to create noise levels significantly in excess of this.

c. Water Quality Standards

No significant impacts

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			x
Water Quality Spec.			
Acoustical Engineer			x
Air Quality Engineer			x
Cultural Geographer		x	
Urban Planner			
Geologist			x

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)
Environmental Assessment

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☒ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

- ☒ Draft EIS
- ☒ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ Other ____________________

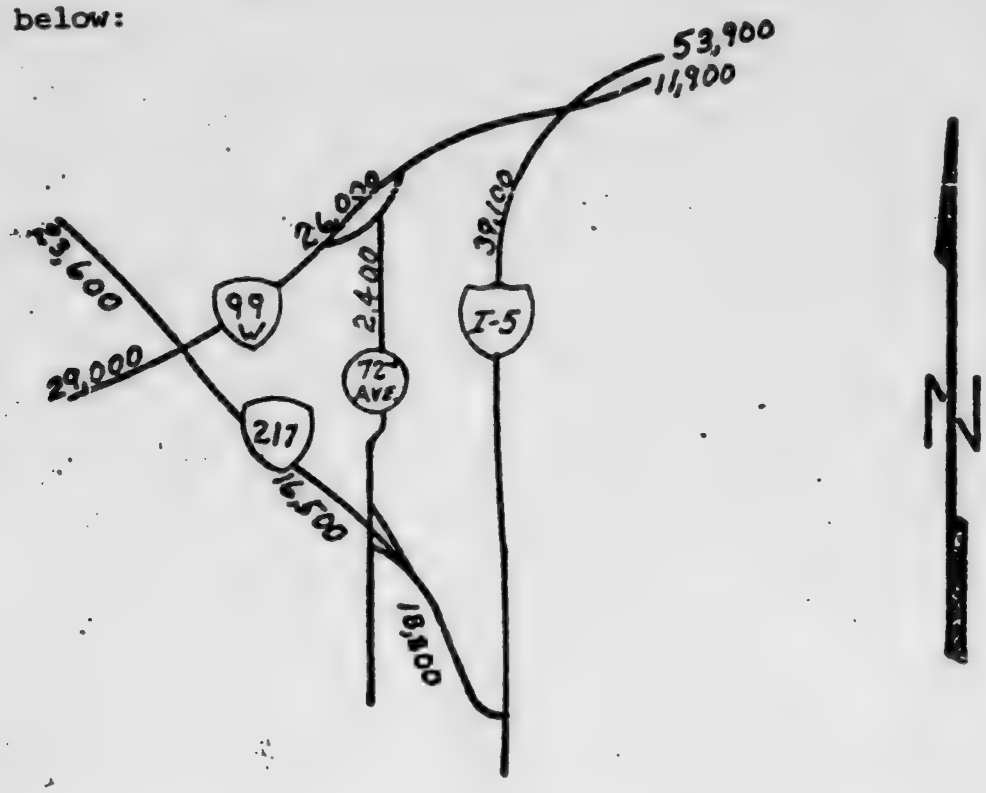
PREPARED APR 1975
-C. MARKHAM

SW 72nd AVE. & HWY 217 INTERCHANGE

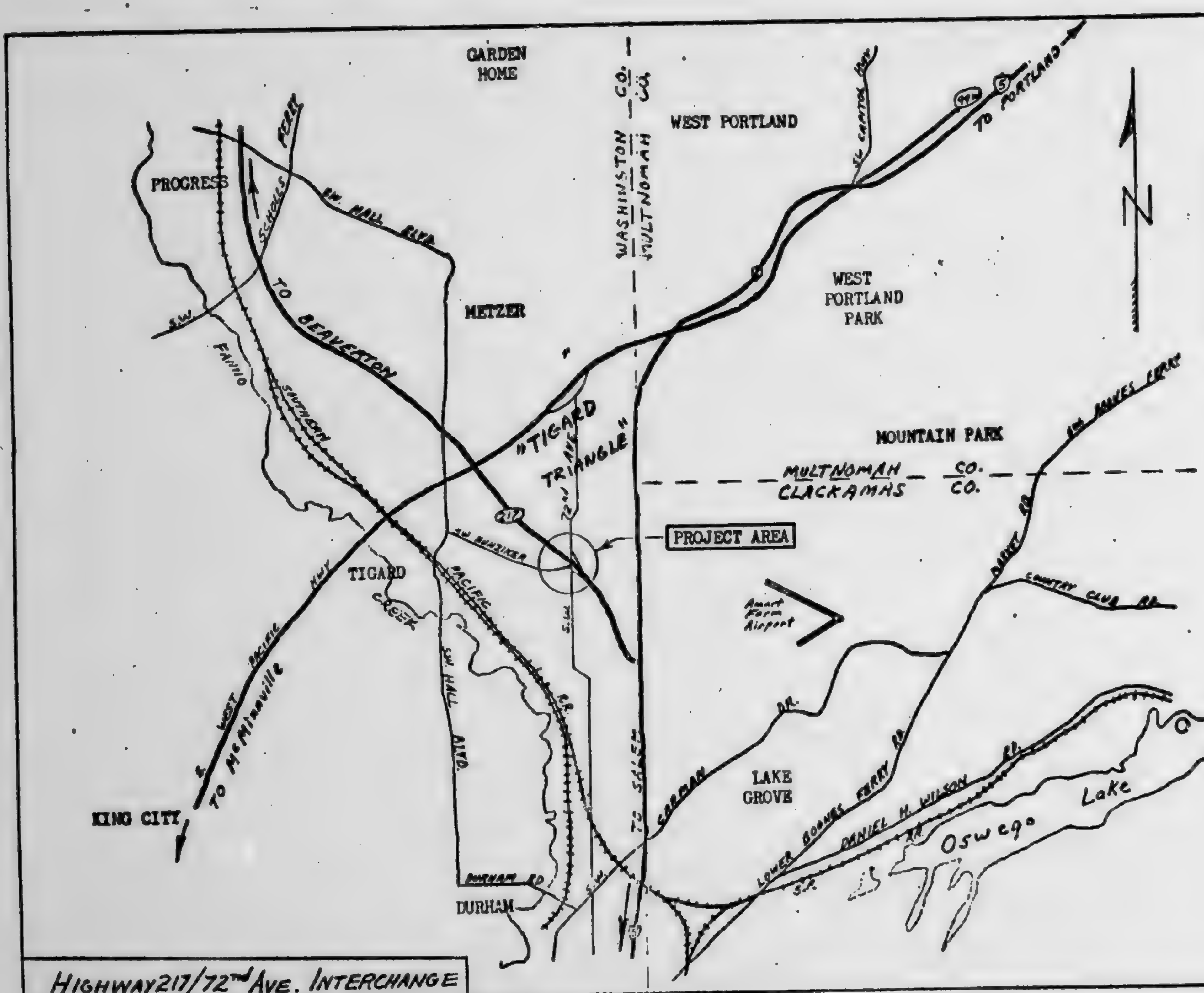
OSHD EVALUATION FOR STATEWIDE BOND PROGRAM

The SW 72nd Avenue and Highway 217 Interchange is located in Washington County approximately six miles SW of Portland on the easterly city limits of Tigard and one half mile NW of the interchange of I-5 and Highway 217. The existing 72nd Ave/217 interchange consists of a two lane overpass structure on 72nd Avenue, which crosses Highway 217, and two single lane ramps at 72nd Avenue which only serve traffic from Highway 217 westbound to 72nd Avenue to Highway 217 eastbound.

The 1973 average daily traffic counts in the vicinity are shown on the sketch map below:



SKETCH MAP FOR 1973 AVERAGE DAILY TRAFFIC



HIGHWAY 217/72nd AVE. INTERCHANGE

The proposed project would add an on-ramp and off-ramp to connect 72nd Avenue with the northwesterly portions of Highway 217, providing a more direct route to and from points west and north. If no improvements were made other than the construction of single lane ramps, it is anticipated that the level of service of the interchange would deteriorate to "E" and "F" levels during peak hours by 1994. Vehicle delays would be common and queues would form at ramp terminal intersections. Therefore it would be further recommended that the existing structure be widened to provide left turn lanes, off-ramps approaching 72nd Avenue be widened to two lanes, and right turn lanes be added on 72nd Avenue approaching the on-ramps. A level of service "C" could be obtained for 1994 traffic with these improvements. In addition, 1994 projections indicate that traffic volumes may approach 12,000 - 13,000 vehicles per day on 72nd Avenue, north and south of the interchange. This approaches a four lane justification, in which case, a four lane structure with left turn lanes would be needed.

The proposed improved access at this interchange and the continued commercial-industrial development in the vicinity would generate substantial increases in traffic on 72nd Avenue and its collectors.

There are no existing bikepaths in the vicinity of the project. However, the Washington County Bicycle-Pedestrian Pathway Master Plan proposes state bikepaths along I-5, Highway 217 and 99W. The Master Plan also proposes a city-planned bikepath along SW 72nd Avenue.

Underground water, sewer, and gas lines, and overhead power and telephone lines are in the vicinity of the proposed project. The degree of conflict of the utilities in the project area would depend on the design of the project. However, due to the are covered by these utilities, some conflicts are anticipated.

The City of Tigard has the only parks in this vicinity. The closest existing park is located at Hall Blvd. near Omara Street and will not be affected by the proposed interchange. There are two parks proposed by the City of Tigard in the vicinity of the interchange, but the project would not directly affect them.

I. Non-User Considerations

A. Community

1. Consistency With Comprehensive Plans

This project is in general compliance with the Washington County Comprehensive Framework Plan. A detailed local neighborhood plan is yet to be completed. The proposed improvement of the interchange is consistent with proposed but unapproved future land uses.

Existing land use directly north and south of 217 on 72nd Avenue is mainly single family residential. Lewis Elementary School is located adjacent to the NW quadrant of the interchange which presently lacks an entrance ramp to 217. Considerable commercial development is proceeding in the vicinity, along I-5 and 99W. Industrial areas which employ heavy trucking services are developing between the southerly extension of 72nd Avenue and I-5.

Land uses proposed in the unadopted Tigard Triangle Development Plan call for intensive expansion of office commercial development along I-5 on the easterly side of the Triangle enclosed by I-5, 99W and 217, through which 72nd Avenue passes. Most existing single family residential uses would be replaced by multiple family dwellings. South of 217, continued industrial expansion is proposed for the entire area between 217 and the Southern Pacific Railroad, excepting an existing single family residential area just south of the 217/72nd Avenue Interchange.

2. Local Community Reaction

Business interests in the Tigard Triangle area strongly support an improved access for their own uses, but would object to the encroaching commercial developments and the increased traffic it would further encourage. The Tigard School District is on record as being strongly concerned about any further taking of property for highway purposes at Lewis School. Traffic generation and noise would be a problem affecting student safety and efficiency at the school.

Support for the proposed project is broad, but many of the reasons for support conflict with one another.

3. Effect on Community Services and Public Safety

The most direct route from the Tigard Fire Station to the Tigard Triangle area is via Hunziker Street. Therefore the proposed project would not improve fire emergency access to the area. Other services would be similarly unaffected. Pedestrian crossings serving Lewis School would be subject to increased traffic.

B. Social

1. Community Recreation

No public recreation facilities would be directly affected by the project, though the proposed northbound on-ramp to 217 would bring the highway right of way closer to the Lewis School athletic grounds.

2. Neighborhood Effects

The project itself would have no signficant direct effects on neighborhood relationships, but the traffic generated by the improved access and accelerated development would change the neighborhood character, making it more and more suited for commercial and less suited for residential uses as time goes on.

C. Economic Impact on Project Vicinity

The improved access provided by the project would increase commercial property values in the Tigard Triangle area and concommittantly increase tax revenues to the County. Most of the commercial portions of the Triangle are outside the Tigard City limits at the present time. Increased taxes would apply pressure for single-family residents to sell out to multiple family and commercial developers.

D. Environmental

1. Air Quality

The area served by the interchange is a growing traffic generator and is closely bounded on all sides by major arterial highways. Consequently, decreased air quality can be expected in the vicinity. The proposed project would probably cause a slight decrease in emissions per vehicle due to savings in travel distances, but the effects of traffic generation would overshadow this improvement.

2. Noise Pollution

The generation of truck traffic from 72nd Avenue northward on 217 would result in significant increases in noise levels on 72nd Avenue and the south and easterly sides of the Lewis School property.

3. Aesthetic Impacts on the General Public

The project would have no significant adverse visual impacts. Six 80-foot Douglas fir trees on the site of the proposed northbound entrance ramp to 217 would be removed.

4. Urban Design

The project would facilitate the transition of land use in the area from single family residential to office commercial. This transition would probably be distasteful to some residents whose primary purpose in settling there was to enjoy a pastoral living environment close to urban conveniences. A positive consequence, however, would be improved access to a business and employment center (Tigard Triangle) which is buffered from other neighborhoods by the surrounding arterial highways, but is still close to potential employee populations. This could reduce commuting distances if local residents become employed at these new local business site.

II. Regional Considerations

A. Supports Public Transportation

Public transportation service is not provided at SW 72nd Avenue and Highway 217 at this time. The recommended 1990 Bus Rapid Transit system proposes local bus service along SW 72nd Avenue and an all day express service along Highway 217. The project would improve the opportunity for transfers between these proposed express and local routes.

B. Functional Classification

Highway 217 is a principal arterial. SW 72nd Avenue is now a collector. However, with improvement of the interchange, SW 72nd Avenue could become a minor arterial.

C. Traffic Need Time Schedule

It is presently difficult for those traveling south on Highway 217 to reach the area served by SW 72nd Avenue. Although illegal, it is common practice for some southbound traffic to make a U-turn at Highway 217 and Bangy Road and return north on Highway 217 to reach the SW 72nd Avenue exit instead of driving the existing circuitous route.

It is similarily inconvenient for residential and business traffic served by SW 72nd Avenue to reach areas to the west, such as Tigard and Beaverton, and to reach 99W southbound.

The area served by 72nd Avenue is in the process of rapid development, and early completion of this interchange would be desirable from the developers' standpoint.

D. Local Priority

Washington County lists this project third on its priority list, after Sunset and Highway 217 Interchange and the Tualatin Valley intersection with SW 185th Avenue.

E. Enhancement of Transportation System

The construction of two additional ramps of the interchange would permit northerly as well as the existing southerly access to Highway 217 for the area served by SW 72nd Avenue, thus increasing the utility of Highway 217 for the area.

F. Regional Urban Systems Effects

The proposed project is physically small in size and its direct physical impacts would be confined to the immediate area. Commercial growth which the improved access would probably stimulate, however, would be regionally significant, changing the balance of residential versus commercial land uses in the southwest Portland metropolitan area. Improved access to the Tigard Triangle area would increase the area's potential as a center which provides employment, goods and services to nearby neighborhoods. Warehousing and manufacturing operations would have more direct access to the Beaverton area and to the Sunset Highway.

III. Highway User Considerations

A. Construction cost/average daily passenger mile

Total estimated cost of project	$816,000 (See computation shee
Average daily passenger miles	2,000 (See computation shee
Approximate cost per average daily passenger mile	$\frac{816,000}{2,000} = \$408$

B. Volume/Capacity Ratio

There are no ramps or other clearly identifiable existing route which provides direct access to Highway 217 west of SW 72nd Avenue. Therefore no volume to capacity ratio can be computed for existing conditions.

C. Travel Time Ratio

There is no direct comparable route for computing changes in travel time. However, with the addition of Highway 217 ingress and egress ramps, travel times between the Tigard Triangle area and areas to the northwest along Highway 127 would be shortened.

D. Safety

The addition of the proposed ramps and ramp terminals will add the accident hazards normally associated with traffic intersections and merges. Accident rates and congestion on Highway 217 will increase due to increased traffic volumes and weaving and merging maneuvers. But the project will also tend to reduce traffic and the accompanying hazards on routes presently being used for access between Tigard Triangle and areas to the west and north (e.g. Hunziker Street). Gains in safety of the facility will probably be counteracted by the increased traffic generated by rapid development in the Tigard Triangle.

COMPUTATION SHEET

Estimated Project Cost

1975 update from 1971 reconnaissance estimate for a full diamond interchange and widening structure.

Grading and Paving (Inc. 40% Eng. & Cont.)	$230,000
Widen Structures	526,000
Right of Way	60,000
TOTAL ESTIMATED PROJECT COST	$816,000

Projected 1974 ADT with completed Interchange

Proposed entrance ramp	1,200 ADT
Proposed exit ramp	1,200 ADT
Relocated Hunziker Street	1,200 ADT
SW 72nd Ave.	3,200 ADT
Total	6,800

Averaged ADT= $\frac{6,800}{4}$ = 1,700 ADT

Passenger/vehicle = 1.3

1,700 ADT x 1.3 = 2,210 Average daily passengers

Total length of project = 0.9 miles

2,210 x 0.9 miles = 2,000 average daily passenger miles

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 22, 1977 Telephone 238-8226

RECEIVED
DOT OPERATIONS
FEB 23 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Dear Larry:

Mr. Burco requested that I reply to your letter of February 7, concerning the information to be forwarded concerning the processing of the 72nd Avenue-217 interchange project and the Broadway Bridge project.

Both the Oregon Department of Transportation and the Federal Highway Administration are seeking to simplify the process for forwarding requests for substitute highway projects. We have experienced some significant delays in handling the initial project requests because of the lack of any defined procedures. Attached are copies of correspondence from the US Secretary of Transportation and from the Federal Highway Administration indicating that highway-type improvements be processed through the Federal Highway Administration field organization in accordance with the regular project approval procedures.

In terms of the processing of projects from CRAG, the correct procedure is to forward your approval of the projects with documentation to me at Metro. Within ODOT there are many administrative matters that must be taken care of prior to programming a project with the Federal Highway Administration. The initial steps that must be undertaken are the responsibility of my office. Attached for your information are some of the general requirements.

I would suggest that Ted Spence be responsible for seeing that CRAG/ODOT coordination is accomplished between systems planning and the project development activities. Following the receipt of a project request from CRAG, Jim McClure will be responsible to process project requests.

Additionally, I received the attached correspondence from Mr. Larry Rulien concerning the processing of A-95 reviews for revisions to the CRAG TIP annual element. Generally speaking, you have been meeting this requirement directly with Governor Straub's office; however, the Oregon Department of Transportation submits an

A-95 to the Statewide Clearing House for revisions to the TIP. As Mr. Rulien indicates in his memorandum, we believe that our A-95 submittal meets the general requirements of CRAG concerning submittal to the Governor for revisions to the TIP annual element on highway-related projects. If you agree, Mr. Rulien would like to have ODOT undertake the meeting of this A-95 requirement of notifying the Governor's office. This will reduce your workload on highway-related projects.

I believe the aforementioned procedures will facilitate the channeling of project requests through Metro in an efficient, organized fashion. I would appreciate a formal response in terms of allowing ODOT to process the A-95's. Thank you for your assistance. If you have any questions, please call.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

TS/ldo

Attachments

cc: F. B. Klaboe
L. W. Rulien
T. L. Spence
J. D. McClure

Form FHWA-121 (Rev. 5-73) To: Glen Green, Division Administrator, FHWA, Salem, Oregon
2/9/77 From: L. E. Lybecker, Regional Administrator, FHWA, Portland,

UNITED STATES GOVERNMENT DEPARTMENT OF TRANSPORTAT

FEDERAL HIGHWAY ADMINISTRATION
Washington, D. C.

Memorandum

DATE: February 9, 1977

In reply refer to: HNG-12

SUBJECT: Oregon Interstate Substitution
Projects U-IX-323(29) and U-IX-318(14)

FROM: Chief, Federal-Aid Division

TO: Mr. L. E. Lybecker
1030.2 Regional Federal Highway Administrator
Portland, Oregon

Your office memorandum of December 1, 1976, requested the allocation of Interstate substitution funds to finance in part preliminary engineering work in the Portland, Oregon, urbanized area.

We now have received from the Urban Mass Transportation Administration (UMTA) obligational authority in the requested amounts as follows:

Project No.	Amount
U-IX-323(29)	$574,860
U-IX-318(14)	55,770
Total	$630,630

By separate action, the Office of Fiscal Services is allotting you these funds (advice number 823-10-7-01) and action may be taken to obligate the funds. Accounting instructions will also be issued by the Office of Fiscal Services.

The subject projects relate closely to the proposal submitted by Tri-Met to UMTA. It is understood that viable transit alternatives for the Banfield, and Sunset corridors -- from a regional context as determined by the Tri-Met study -- will be addressed in the environmental impact study with information developed in sufficient detail to permit a valid comparison of promising alternatives. It is imperative that the Tri-Met and Oregon Department of Transportation (ODOT) studies be conducted cooperatively and as a coordinated effort with regards to technical procedures and the roles of the two agencies and Columbia Region Association of Governments (CRAG). We understand that as a result of discussions with UMTA since submission of the Tri-Met application, an agreement is being developed between ODOT, CRAG, and Tri-Met indicating the division of duties and the coordination of policy direction for the transportation studies. We suggest that UMTA be kept apprised of progress on the ODOT work.

Regarding future requests for substitute highway projects, the Governor's request for use of Interstate substitution funds, with information and material to support the authorization of work and obligation of funds should be submitted to the Division Administrator. Such projects should be a part of the endorsed AE/TIP and approved "105" program. The Division Administrator must determine that obligation authority is available prior to giving authorization to proceed. A request for transfer of obligation authority from UMTA, should be sent through channels to the Office of Fiscal Services (HFS-1). The request should contain the project number, general description of the location and character of work, the total cost and Federal funds requested.

/s/ Joseph M. Burdell, Jr.

J. M. Burdell, Jr.

FEDERAL HIGHWAY ADMINISTRATION

ADVICE OF FUNDS AVAILABLE FOR OBLIGATION
(Administrative Manual, Vol. 21, Chapter [illegible])
FISCAL YEAR 19 77

☐ FINANCE DIVISION
☒ BUDGET DIVISION
☐ Program Analysis

123

APPROPRIATION
923 69X[illegible](C3)

TO: Mr. Louis E. Lybecker
ORGANIZATION: Region Ten

DESCRIPTION	LAST ADVICE	CHANGE (+ OR −)	THIS ADVICE
1. ALLOTMENT (Item [illegible] completed only by [illegible])			
CATEGORY A:			
(1) FIRST QUARTER			
(2) SECOND QUARTER			
(3) THIRD QUARTER			
(4) FOURTH QUARTER			
CATEGORY B:			
(1) Annual	—	$+630,630	$630,630
(2)			
(3)			
(4)			
TOTAL ALLOTMENT	—	+630,630	630,630
SOURCE OF ALLOTMENT (BY FISCAL YEAR FUNDS)			
UNOBLIGATED BALANCE OF PRIOR YEAR	—	—	—
NEW AUTHORIZATION	—	+630,630	630,630
TOTAL ALLOTMENT	—	+630,630	630,630

YOU ARE HEREBY AUTHORIZED TO INCUR OBLIGATIONS WITHIN THE ABOVE APPROVED ALLOTMENT AMOUNTS IN ACCORDANCE WITH PRESCRIBED PROCEDURES AND FOR THE PURPOSES AND CONDITIONS INDICATED IN ITEM 3 BELOW.

2. OPERATING BUDGET ALLOWANCE			
EMPLOYMENT CEILING ([illegible])			
PERSONAL SERVICES AND RELATED COSTS			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			
OTHER OBJECTS			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			

3. EXPLANATION FOR REQUEST OR ACTION [illegible]

To establish obligational authority for Interstate substitution projects-Portland Urbanized Area. (Oregon Projects U-1X-323(29) and U-1X-318(14).

(Continue on reverse)

SUBMITTED BY

2-9-77

TITLE

DATE

#354 E.P.S.

NO.

APPROVED (Signature)

TITLE
Chief, Operations and Finance Branch

DATE
.78 1977

ADVICE NO.
923-10-7-01

FHWA-377 (REV. [illegible])

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

2

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 28 1976

ME PE PRI PRO DE
C.[illegible]D. - METRO
JAN 12 1977
OE FILE T/A

"NOT AN INQUIRY"

Honorable Robert W. Straub
Governor of Oregon
Salem, Oregon 97310

Dear Governor Straub:

Your letter of November 19, 1976, requested my approval of transportation projects in the Portland, Oregon, area using funds made available by the withdrawal of the Mt. Hood Freeway from the Interstate Highway System. Such withdrawal and transfer of funds to alternative transportation projects are permitted under Section 103(e)(4) of Title 23, United States Code.

The approval of substitute projects pursuant to Section 103(e)(4) has been delegated to the Federal Highway and Urban Mass Transportation Administrators. Since the proposed projects involve highway type improvements, they will be processed through the Federal Highway Administration (FHWA) field organization in accordance with regular project approval procedures. I understand a project submission has already been forwarded to FHWA and is receiving an expeditious review.

I am pleased to see that the State of Oregon and the local governments are demonstrating a spirit of cooperation in the timely application of Interstate transfer funds to the transportation needs of the Portland area. Please let us know if we can be of further service to you.

Sincerely,

BILL

William T. Coleman, Jr.

		Init
✓	Div Admin	G
✓	Eng Coord	[illegible]
	Asst EC	
	Env Coord	
	[illegible]	
	EEO Spec.	
	[illegible]	
✓	Planning	
	Bridge	
	[illegible]	
✓	[illegible]	
	[illegible]	

SENT
COULTER

RECEIVED
JAN 07 1977
DIVISION

RFHWA L. E. Lybecker, Portland, Oregon Region 10-00
✓Div. Adm. G. L. Green, Salem, Oregon (2) Div. 10-41
Sec. Rep. D. Samuelson, Seattle, Washington Region X

BASIC PROCEDURES
FEDERAL AID URBAN SYSTEM PROJECTS
CHECK LIST

Urban System Funds are administered through the State Highway Division in all states. In Oregon, this is done by the Highway Division of the Oregon Department of Transportation, so the Highway Division is charged with the responsibility of direct contact on activities where Federal Highway Funds are involved.

After the Urban Boundary has been established and approved and the Urban System defined within that Urban Area, the following steps are taken to get the project underway.

1. Agency with jurisdiction submits "Project Request Form". Maps, descriptions, photos, etc. which would clarify the intent of the proposed project should be included when available.

2. Local agency submits written evidence of approval by local government coordinating agency (CRAG) indicating that Federal Aid Urban funds may be used for the project. Any forms, applications or information required by CRAG should be supplied by the local agency.

3. Local agency submits draft "Environmental Assessment" so that Highway Division can prepare the actual assessment.

4. Applicants wishing to perform preliminary engineering must submit a request accompanied by evidence that the staff has the ability to do the proposed work. Included should be resumes of training and experience for those on the engineering staff, a listing of available equipment and examples of past projects. Pre-qualification is not required on each subsequent project but is subject to review.

   Items 1, 2, 3 and 4 are to be submitted to the Highway Division Region Office. Items 1 and 2 should be submitted together, since no further processing can be done until they are received. If items 3 and 4 can accompany the request, it will expedite the work.

5. Highway Division Region Office reviews the request and if all is in order forwards above items to Salem with recommendation. Request is presented to Transportation Commission for approval.

WHERE REQUIRED OR APPLICABLE, THE HIGHWAY DIVISION WILL TAKE THE FOLLOWING STEPS:

6. Transportation Commission approves project (State and applicant each provide ½ of matching funds, subject to legal limitations).

7. State prepares Environmental Assessment in final form.

8. State files Notices of Intent to apply for Federal Aid (A-95) with Federal agencies, and State and District Clearinghouses.

9. State prepares project agreement and submits to applicant for approval. Sets forth terms of work responsibilities, financing, maintenance, and Federal requirements.

10. State prepared program of preliminary engineering and submits to Federal Highway Administration for approval. All phases of engineering necessary to bring project to contract stage. (Includes preparation of environment impact statements and holding public hearings. Local governmental agency is responsible for hearings).

11. Upon receipt of applicant's advance deposit, preliminary engineering work proceeds.

    Where applicable:

    a. Field data is gathered.
    b. Preliminary design is formulated.
    c. Draft environmental impact statement is prepared by applicant and forwarded to State for processing.
    d. Public hearing is set and held by applicant. (Location/Design)
    e. Comments on draft environmental impact statement and public hearing are assessed by applicant and final environmental impact statement is prepared and processed.
    f. Project study report is prepared and "Location/Design" approval is requested.

12. State prepares program of right-of-way acquisition and submits to Federal Highway Administration for approval if requested.

13. Upon receipt of applicant's advance deposit, right-of-way acquisition proceeds. (Includes relocation payments and services).

14. State prepares program of construction and submits to Federal Highway Administration for approval.

15. Final plans, specifications, and estimates are prepared and project is advertised for bids.

16. State receives bids and requests applicant's advance deposit.

17. Upon receipt of applicant's advance deposit State awards contract and supervises construction of project.

4.

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 9, 1977

TO R. N. Bothman
Asst. State Highway Engineer

Att: Ted Spence

FROM L. W. Rulien
Program Management Engineer

SUBJECT Transportation Improvement Program (TIP)

Federal regulations require a Metropolitan Planning Organization (MPO) to submit TIP Annual Element revisions to the Govenor. The MPO's have been meeting this requirement.

The ODOT submits an A-95 to the Statewide Clearinghouse for revisions to the TIP involving highway related projects. The Statewide Clearinghouse is a part of the Executive Department. We believe our A-95 submittal meets the Federal requirement concerning submittal to the Govenor for revisions to the TIP Annual Element on Highway related projects.

Please check with the MPO with whom you deal and determine if they have any objections to ODOT meeting the requirement of notifying the Govenor as detailed above. It appears this would reduce their work load on highway related projects without any loss in the MPO's control, nor any increase in ODOT's work load.

If the three MPO's agree, I will write a letter of understanding to the FHWA to document our proposed action.

DES:re

cc: Leslie Lehmann
G. L. Green, FHWA
R. Royer

4461

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS
CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville
MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village
WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin
ASSOCIATE MEMBERS
CLARK COUNTY
Vancouver
Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

February 7, 1977

Mr. Robert Burco
Director
Oregon Department of
Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Burco:

The Board of Directors of CRAG adopted resolutions BD 770112 and BD 770113 at its January meeting. In so doing, they moved the 72/217 and Broadway Bridge projects forward in the Interstate Transfer process. The Board requests ODOT and the project sponsors now submit complete project data necessary for a formal request for transfer.

The Boards' next meetings are February 24 and March 24. The projects may be presented separately or together. If you have questions, please call me.

Very truly yours,

Larry Rice

Larry Rice
Executive Director

LR:hi
cc; Ms. Bebe Rucker
Mr. Ted Spence
Mr. Bruce Clark

attach: BD 770112
BD 770113

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
FEB 10 '77
REFER TO
FOR
Info Inves P/D D/R Sign Act File

RECEIVED
FEB 1977
OFFICE
DIRECTOR of TRANSPORTATION

CRAG RESOLUTION

BD 770112

FOR THE PURPOSE OF REQUESTING A FINAL 72ND AVENUE/217 APPLICATION FOR INTERSTATE TRANSFER FUNDS UNDER CATEGORY III.

WHEREAS, the Board of Directors of CRAG by letter of July 28, 1976 requested project sponsors submit letters of intent for Category III projects for committee and staff processing; and

WHEREAS, under such procedures, the City of Tigard and Washington County submitted the 72ND Avenue/Highway 217 Interchange project; and

WHEREAS, the CRAG Transportation Technical Advisory Committee, its Interstate Transfer Subcommittee and CRAG staff have found the project in accord with guideline criteria for funding with Interstate Transfer Funds and recommended the project sponsor be requested to submit final project data for approval under Category III funds; now therefore be it

RESOLVED, the Board of Directors concur with the committee and staff recommendations and hereby directs it Executive Director to request a final project application with support data be submitted for final Board action.

ADOPTED By the Board of Directors this 27 day of January, 1977.

By Larry Rice
Larry Rice, Executive Director

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 15, 1976

17

Don N Stoudenmeyer

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Status Report
72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

It has been determined that a full E.I.S. will be necessary for the subject project and there is presently $810,000 bond money set up. Any plan will cost about double this amount.

Back in September of this year, we were instructed to proceed with the E.I.S. at a normal rate leading to a combination hearing with three alternates and it was suggested additional funds might come from transfer money. The Environmental Section is not presently working on this. The earliest we could expect to be ready for a hearing would be August, 1977.

DNS:az

NOTED
E. S. HUNTER

11-17-76

Cy - Stoudenmeyer
This is on the list going
to CRAG for transfer funds

RECEIVED
STATE HWY ENGR
NOV 16 '76
REFER TO
FOR
Info | Inver | R/D | D/R | Sign | Act | File

9/16/

CITY OF TIGARD, OREGON

August 11, 1976

SE RME RCE FAE
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UE AUG 16 1976 RSC
SO REGION I RBI
ENV LOC
NOTED
E. S. HUNTER

MEMORANDUM

To: Interested Parties

From: Bruce Clark, City Administrator B.C.

Subject: 217/72nd Interchang Funding

NOTED
E. S. HUNTER

The purpose of this memo is to document and advise of the current status of funding for the proposed interchange completion at State Highway 217 and 72nd Avenue.

As most are aware, last year we successfully received designation by C.R.A.G. as the number two priority in the Metropolitan Region and approimxately $800,000 in in State Bond funds were allocated to this project based upon the State Highway Department's preliminary cost estimate.

Since that time, more detailed review of alternatives has resulted in revised cost estimates ranging from 1.3 to 1.8 million dollars. This raised questions as to the ability to execute the project.

In a subsequent well-publicized action, the Governor caused the abandonment of the controversial Mount Hood Freeway in eastern Multnomah County. This action leaves approximately 203 million federal dollars available for road and transit projects in the Portland Metropolitan area. However, before any of these funds can be spent, C.R.A.G. must review and approve projects proposing to use these funds. Any projects proposed must also be on one of the previously defined federal aid road systems. Finally, the Mount Hood Transfer funds, unlike State Bond funds, are not 100% grants but must be matched in the amount of 22% of total project cost.

In-as-much as we (City staff and several local businessmen) had developed a successful relationship with the C.R.A.G. Committee on Transportation and its standing subcommittee, we were a little apprehensive when C.R.A.G. created a special subcommittee to prioritize requests for Mt. Hood Transfer funds. This special subcommittee is known as the Interstate Transfer Committee (ITC).

The I.T.C. has now established some general policies and procedures which, when adopted by the C.R.A.G. Board of Directors, will govern how the Transfer funds will be prioritized and disbursed. I have attached a memo and some charts which illustrate and describe the upcoming process.

It is our intention to apply for funding of 72nd/217 interchange using Transfer Funds for 88% of the cost and utilizing a portion of the $800,000 State Bond funds previously allocated for the local match of 22%.

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CC: Ed Hunter } with Attch
Hol Versteeg
Bob Bothman } letter only.
Ted Spence

While not official, I was pleased to hear the Chairman of the I.T.C. state that the Highway Department will not withdraw the State Bond funds; that Tigard will retain its priority on the State Bond funds; that Tigard will have to go through the application process for Transfer Funds but that the availability of assured local match funds (State Bond) certainly will help us to rank high on the priorities in part because we could then release some of our Bond funds to other jurisdictions for local match purposes; and finally that the previous approvals by C.R.A.G. will have to be honored to a great extent in order to retain validity of the process.

These statements I find somewhat reassuring. For those who wish to make informational contacts with the I.T.C., C.R.A.G. staff member Tom VanderZanden is staffing the I.T.C. and can be reached at C.R.A.G.

Staff has already sent in a letter of application. A Resolution will be presented for City Council consideration prior to September 15, 1976 to reinforce the letter of application.

The State Highway Department has been working on developing cost and design alternates. Mr. Fred Fields of Coe Manufacturing has had recent contact and obtained three alternative preliminary design sketches (also attached). As of this date, writer is unsure as to status of design work at the state level.

Eventually, a design will have to be decided upon by the State (with local input) and this will establish more concrete cost estimates. Anticipated local input will be through public hearings. Local positions should be developed by interchange and input from City staff, local businessmen, NPO's #4 & #5, Planning Commission and City Council as well as the interested citizenry.

If you, the recipient of this memo, know of other persons who may be interested in receiving this information please let me know so that it can be made available.

CC: Rick Gustafson,
Chairman, I.T.C.

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

Memorandum August 4, 1976

To: TTAC

From: ITC

Subject: Determination of Priority Projects, Using Withdrawn Interstate Funds

Using a conceptual framework that includes policies, as well as specific project evaluation criteria, the following is proposed by the ITC for use in recommending regional transportation projects for implementation with withdrawn Interstate funds.

A. Policies: The following policies reflect the region's priority aspirations and needs as well as federal constraints in utilizing the withdrawn funds. The following policy criteria are summerized:

1. Geographic Area:

   Eligible project opportunities for utilizing withdrawn funds must be geographically located with the urban area of the CRAG region and consistent with the ITP.

2. Initiation of Project Proposals:

   Local general purpose governments in the geographic area, Tri-Met, Port of Portland, ODOT, and WSHD may initiate project proposals for utilizing withdrawn funds.

3. Southeast Portland Improvements:

   It is the initial policy of the CRAG Board that project proposals serving Southeast Portland and East Multnomah County, which functionally replace the Mt. Hood Freeway Project with improved transit capacity, operational characteristics or improvements to existing roads, receive priority over other projects which are to serve other parts of the region.

4. Priority Transportation Corridors of Regional Significance:

   The CRAG Board reaffirms the priority funding of regionally important transportation corridors previously programmed for implementation studies through the Interagency Coordinating Committee (Oregon City, Sunset, and Banfield). These projects are intended to establish the transit framework of the region's multi-modal transportation system.

5. Other Major and Minor Projects:

Individual jurisdictions have identified or will be identifying other transportation project opportunities for consideration. Proposed projects other than those in the Southeast area are to be comparatively evaluated and prioritized for possible funding using withdrawn funds.

B. Important Factors to be Used in Project Prioritization:

The ITC, TTAC and Board will consider the following factors in evaluating project proposals.

Does the project:

1. Positively impact SE Portland and East Multnomah County?
2. Maximize available dollars?
3. Positively affect transit operation?
4. Lend itself to early implementation?
5. Solve interjurisdictional problems?
6. Favor fuel conservation?
7. Protect and preserve neighborhoods?
8. Improve access to employment?
9. Remain consistent with the ITP?

C. Information Required:

1. General Description of the Project:

- Location and nature of the project (with map).
- Narrative description of the project.

2. Description of the Transportation Problem the Project is to Address, e.g.:

- Current and forecast transportation congestion, transit service, accident rate, community disruption, etc. (Measured by level of service, average daily traffic, volume/capacity, etc.)

3. Description of the Function(s) of the Proposed Project in Solving the Problem, e.g.:

- Bypass congested area
- Increase capacity of corridor
- Relieve local streets
- Other

4. **Status of Projects:**

   Identify the current status of the project in terms of project development, e.g., formally adopted by policy body, completed PE, designed, etc. T.I.P. ?

5. **Relation to Previous Factors (See B):**

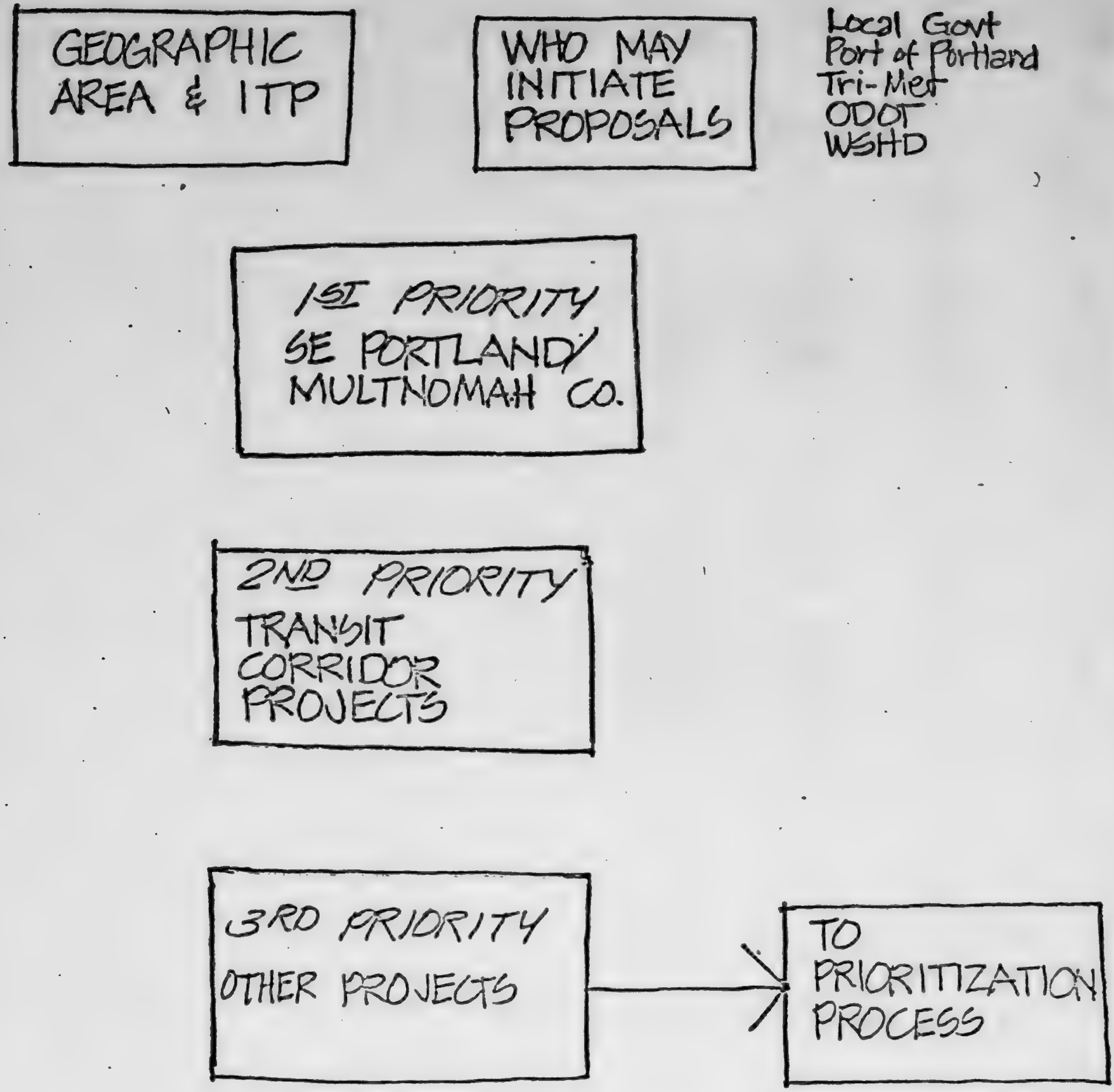
   Describe briefly the relationship to factors listed under item B.

D. **Process:**

The ITC will consider each project in terms of the policies and evaluation factors and recommend priorities to TTAC and the Board. Specifically, the ITC will recommend priorities for initial implementation, projects requiring further system analysis, and projects of low priority to be excluded from further consideration.

Jurisdictions with projects are invited to sit in on deliberations on their project.

POLICIES



GEOGRAPHIC AREA & ITP

WHO MAY INITIATE PROPOSALS

Local Govt
Port of Portland
Tri-Met
ODOT
WSHD

1st PRIORITY
SE PORTLAND/ MULTNOMAH CO.

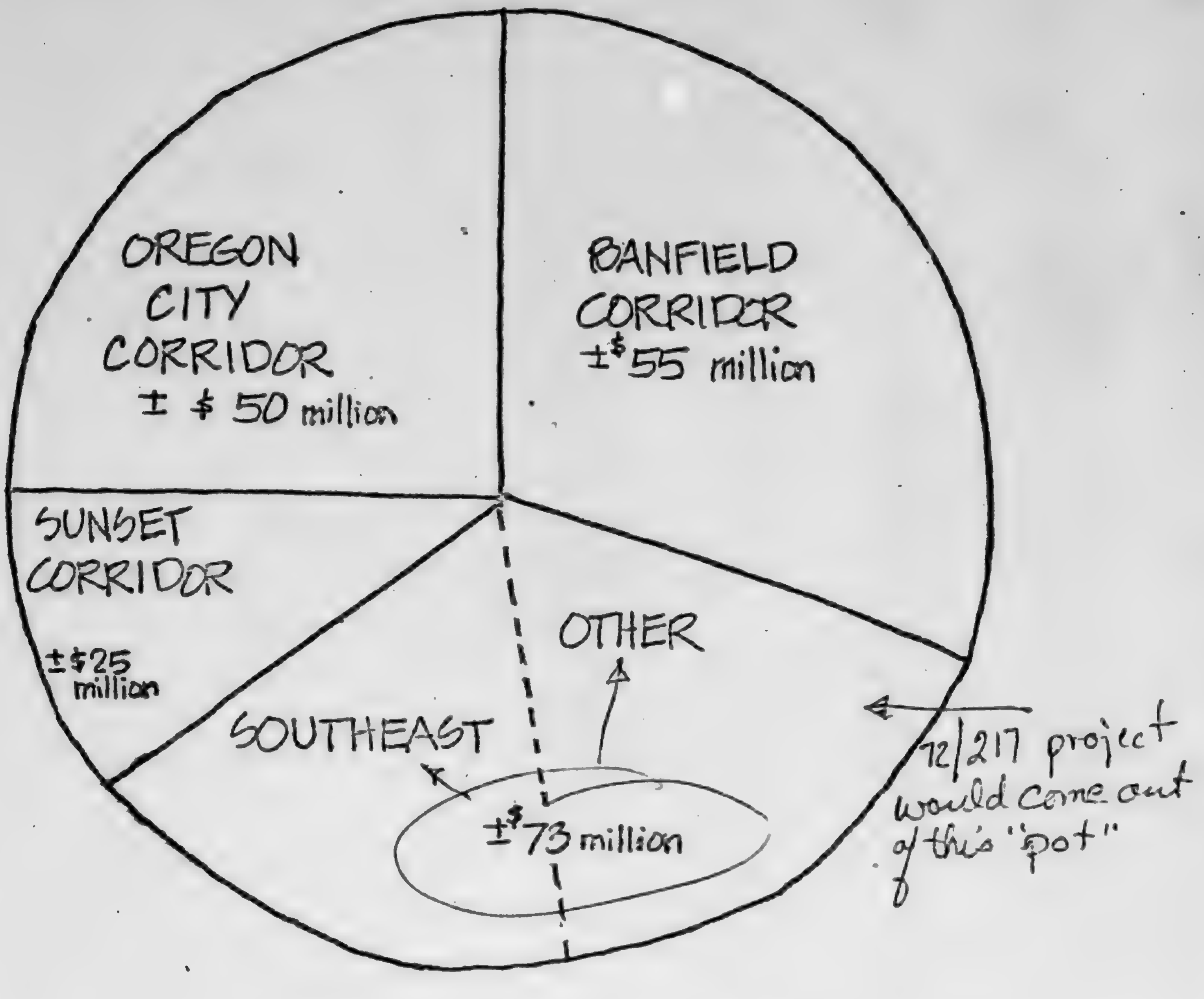
2ND PRIORITY
TRANSIT CORRIDOR PROJECTS

3RD PRIORITY
OTHER PROJECTS

TO PRIORITIZATION PROCESS

8/76

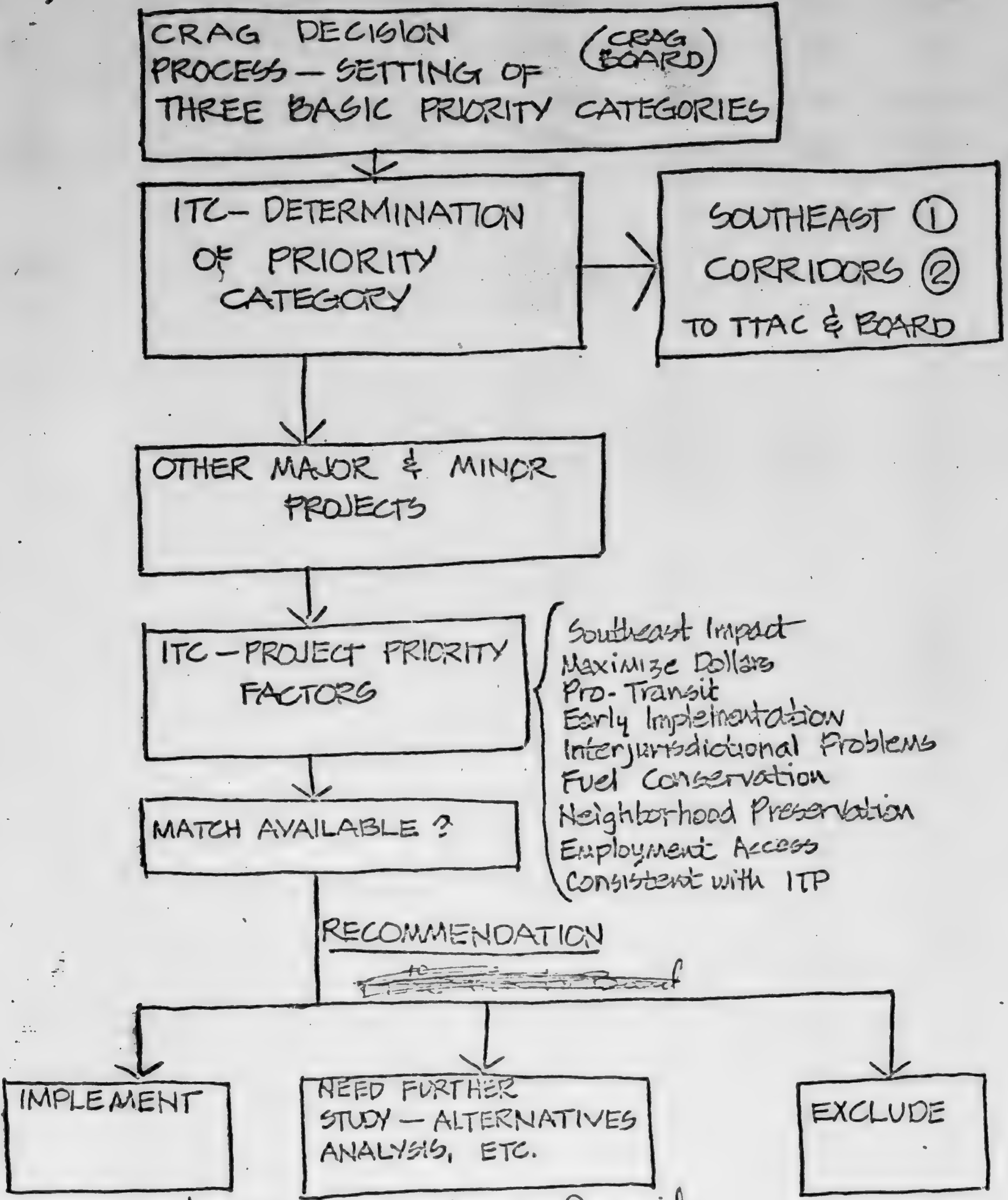
PRELIMINARY ESTIMATE OF PRIORITY ALLOCATION OF FUNDS



TOTAL: ± $203 million
(EXCLUDES LOCAL MATCH)

8/76

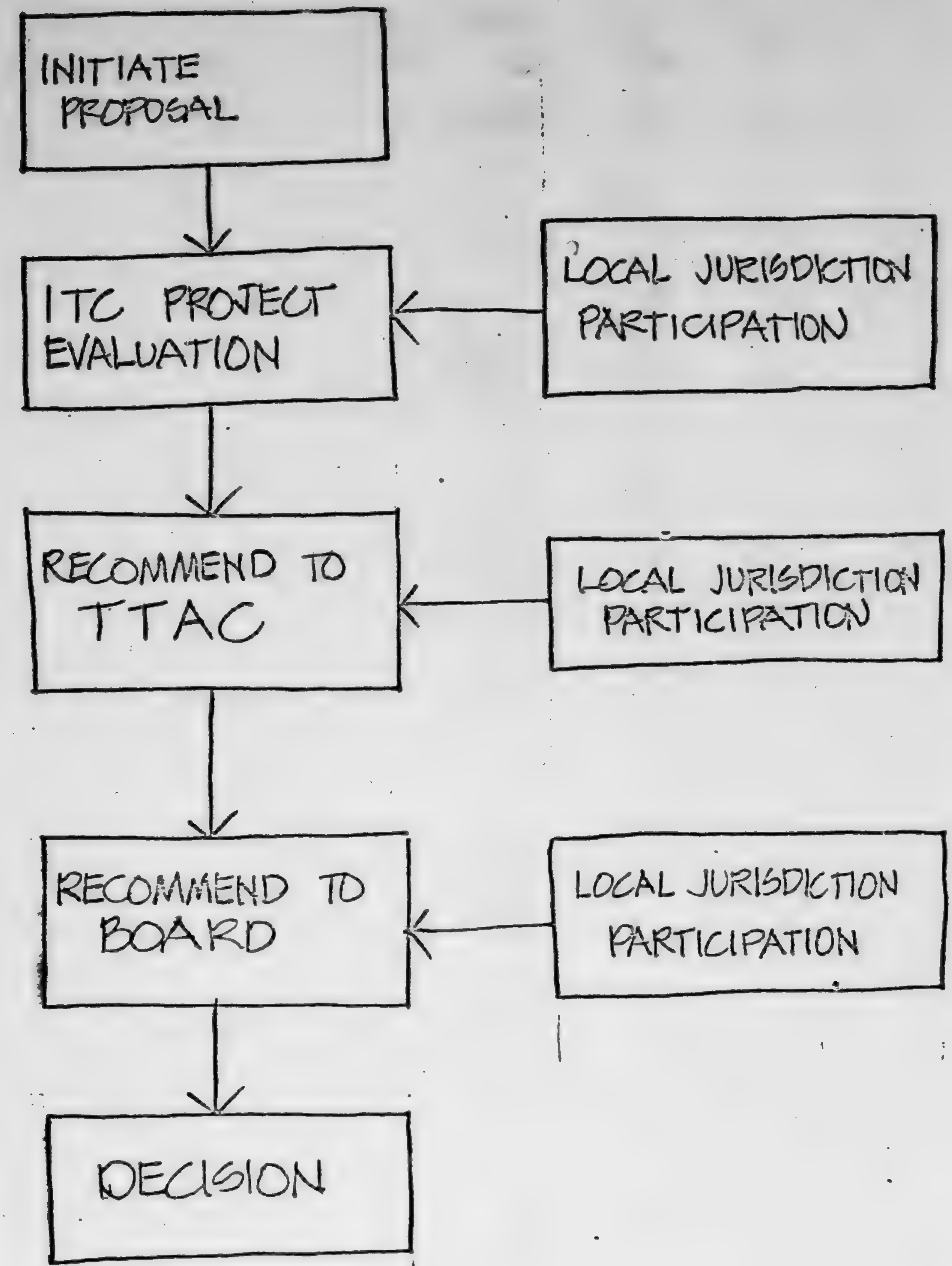
ISSUES


CRAG DECISION PROCESS — SETTING OF THREE BASIC PRIORITY CATEGORIES
(CRAG BOARD)
ITC— DETERMINATION OF PRIORITY CATEGORY
SOUTHEAST ①
CORRIDORS ②
TO TTAC & BOARD
OTHER MAJOR & MINOR PROJECTS
ITC — PROJECT PRIORITY FACTORS
Southeast Impact
Maximize Dollars
Pro-Transit
Early Implementation
Interjurisdictional Problems
Fuel Conservation
Neighborhood Preservation
Employment Access
Consistent with ITP
MATCH AVAILABLE ?
RECOMMENDATION
IMPLEMENT
NEED FURTHER STUDY — ALTERNATIVES ANALYSIS, ETC.
EXCLUDE

goes to T.T.A.C. & then to Board

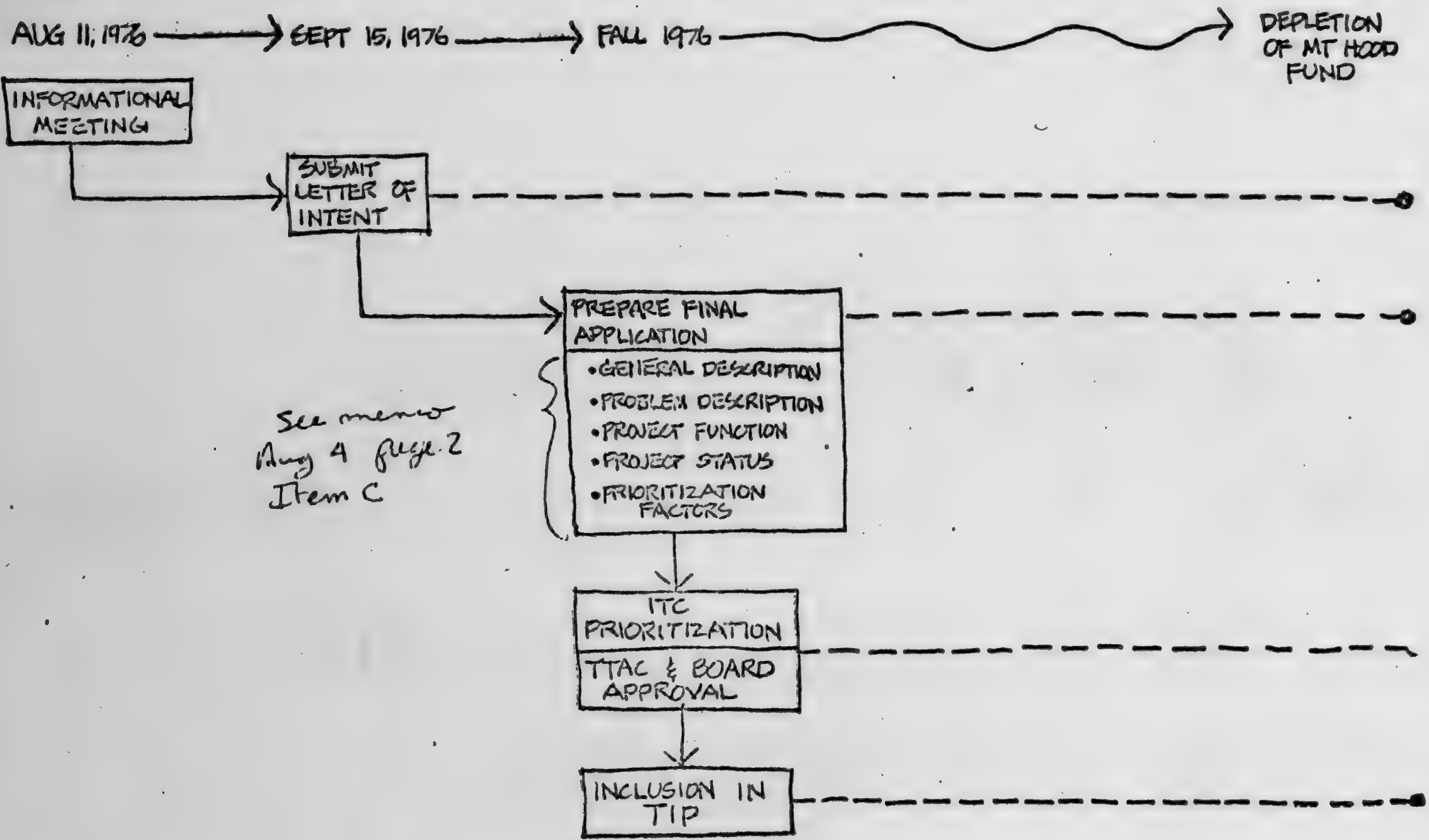
8/76

PROCESS


INITIATE PROPOSAL
ITC PROJECT EVALUATION
LOCAL JURISDICTION PARTICIPATION
RECOMMEND TO TTAC
LOCAL JURISDICTION PARTICIPATION
RECOMMEND TO BOARD
LOCAL JURISDICTION PARTICIPATION
DECISION

8/26

PROJECT SUBMITTAL SCHEDULE



See memo
Aug 4 page 2
Item C

8/76

PREREQUISITE:

- PROJECTS MUST BE CONSISTENT WITH THE ITP
- HIGHWAY PROJECTS MUST BE ON THE FEDERAL AID SYSTEM
- PROJECTS PROGRAMMED IN THE FY 1977 ANNUAL ELEMENT OF TIP SHOULD NOT BE SUBMITTED
- PROJECTS IN THE FIVE YEAR ELEMENT ARE ELIGIBLE
- PROJECTS NOT ON THE ITP OR FEDERAL AID SYSTEM MUST BE SUBMITTED FOR THEIR INCLUSION PRIOR TO BEING CONSIDERED FOR TRANSFER FUNDS.

8/76

V-B-1

CRAG RESOLUTION

BD 760501

FOR THE PURPOSE OF ESTABLISHING AN INTERSTATE TRANSFER PROCESS AS A PART OF THE TRANSPORTATION PLANNING PROCESS.

WHEREAS, the U. S. Department of Transportation has formally approved the request to withdraw the Mt. Hood Freeway from the Interstate System, and responsibility for reaching decisions regarding investments of funds made available from the withdrawal rests with CRAG and the local jurisdictions; and

WHEREAS, the Transportation Technical Advisory Committee was requested by the Executive Director to recommend a process to the Board of Directors to handle the withdrawal procedures; and

WHEREAS, the Transportation Technical Advisory Committee has adopted a recommendation to the Board with the CRAG staff supporting the recommendation; now therefore be it

RESOLVED, that the Board of Directors establishes a formal task force of TTAC as set forth in Exhibit "A", attached hereto and incorporated herein as part of this resolution.

ADOPTED By the Board of Directors this 27th day of May, 1976.

By ______________________
Larry Rice, Executive Director

OF BD 760501

THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

TASK FORCE COMMITTEE FOR INTERSTATE TRANSFER

COMMITTEE RESPONSIBILITY

The Task Force Committee shall have the following responsibility:

A. Determine federal requirements concerning the processing, timing, and administration of available funds from the withdrawal.

B. Examine recommended capital programming for, those regional transportation project activities which have been previously identified by the CRAG Board and on which work has been underway with reference to the additional tasks stated herein.

C. Examine additional project opportunities throughout the region to which available funds might be applied, such examination to include a determination of priorities and programming, with careful consideration given to both previous policy direction provided by the CRAG Board and any new policy direction provided by the CRAG Board, as well as the additional tasks stated herein.

D. Examine and analyze existing and forecast local transportation funding match resources in the region, and initiate appropriate discussions with the Oregon Department of Transportation on such matters.

E. Make an initial re-evaluation of the CRAG Transportation Improvement Program (TIP), including any resulting recommendations, as well as maintenance of communications with the Transportation Improvement Program Sub-committee as required.

F. Review Tri-Met's proposed service improvements in southeast Portland and recommend action prior to the July Board meeting necessary to support the early implementation of such a program and its inclusion in the TIP.

EXHIBIT A
OF BD 760501

MEMBERSHIP

The Task Force membership shall be comprised of TTAC representatives or designated alternates from the following agencies and jurisdictions:

A. Clackamas County

B. Multnomah County

C. Washington County

D. City of Portland

E. Tri-County Metropolitan Transportation District (TRI-MET)

F. Oregon Department of Transportation

G. CRAG staff

The chairman of the Task Force Committee shall be the Chairman of the Transportation Technical Advisory Committee.

ADDITIONAL BOARD INSTRUCTIONS TO THE SUBCOMMITTEE

1. The Sub-committee shall give immediate and high-priority to, a determination of any project opportunities which can utilize available funds within the next fiscal year, and that a report on this matter be made available to the Board at its next regularly scheduled meeting.

2. The Sub-committee shall inform all representatives of agencies and jurisdictions who are members of the TTAC, the time and place of all Sub-committee meetings in advance of such meetings, and to invite their attendance and participation.

3. The Sub-committee shall notify each city and county in the tri-county region, Tri-Met and ODOT, of the key features of the new act and transfer process and solicit priority project requests for the immediate future from among the existing TIP or new projects.

TERMINATION OF THE SUBCOMMITTEE

Upon completion of the Sub-committee's work and its acceptance by the Board of Directors, the Sub-committee shall be dissolved.

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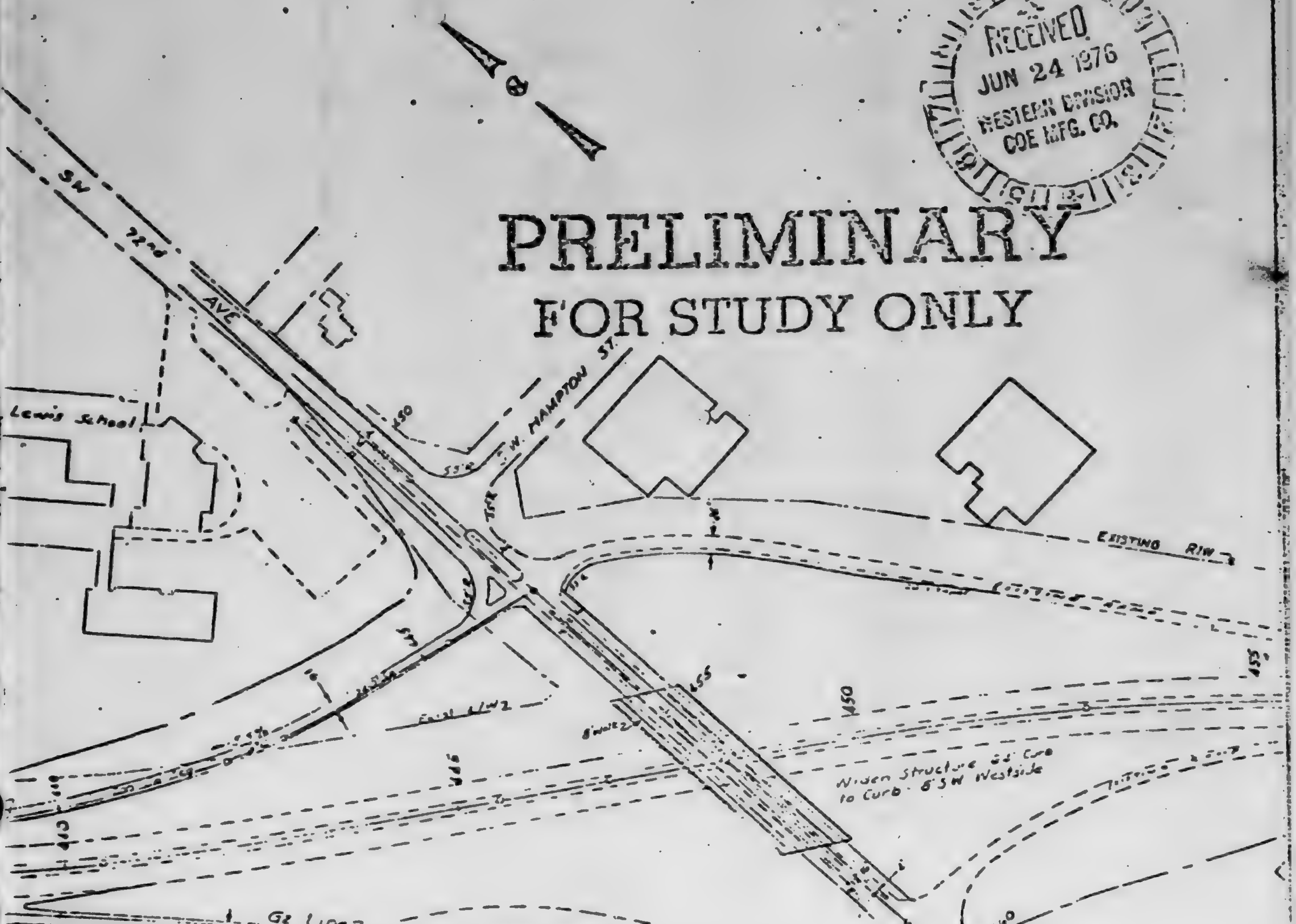
JUN 24 1976
WESTERN DIVISION
COE MFG. CO.

PRELIMINARY
FOR STUDY ONLY



Plan I

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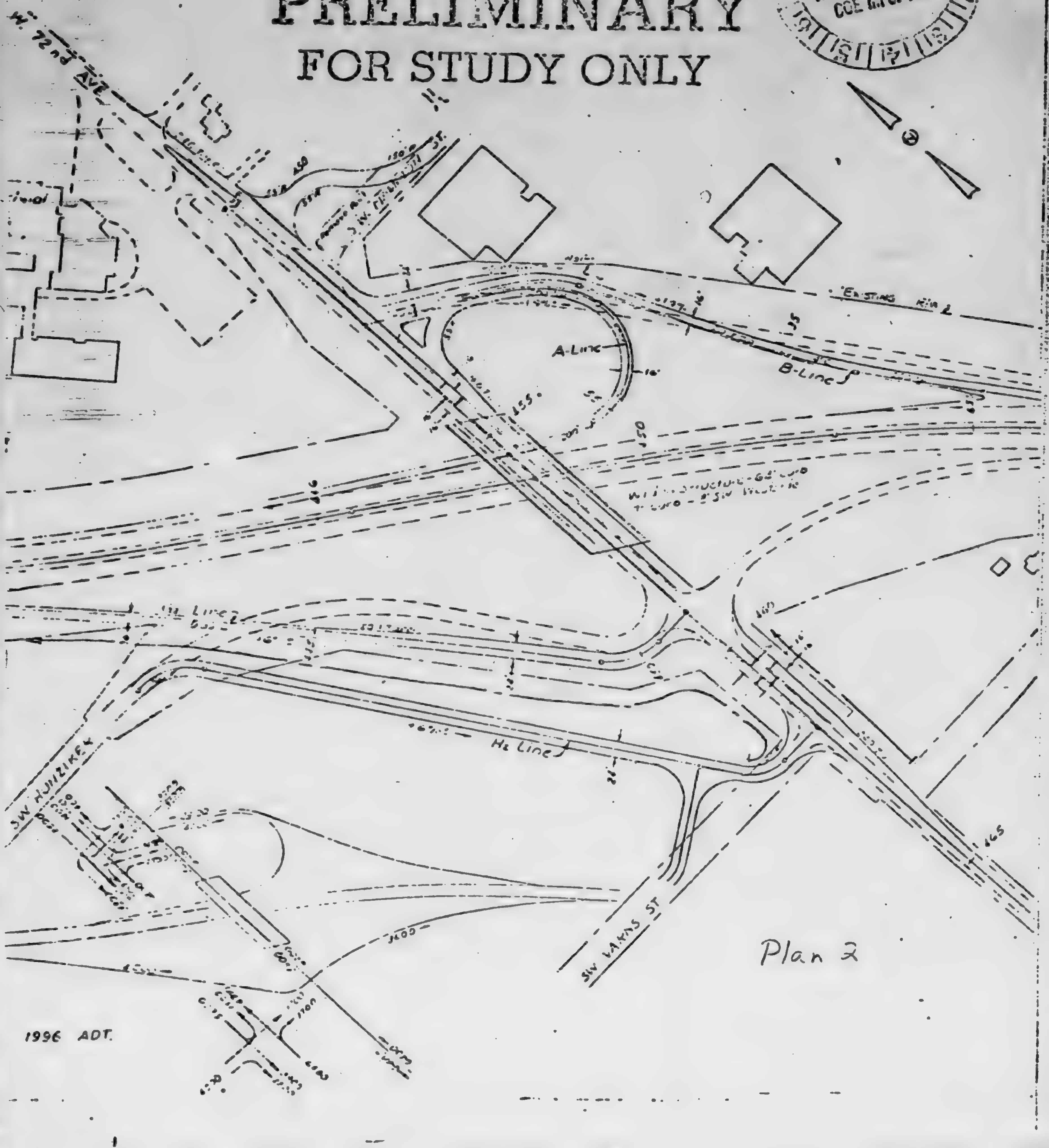
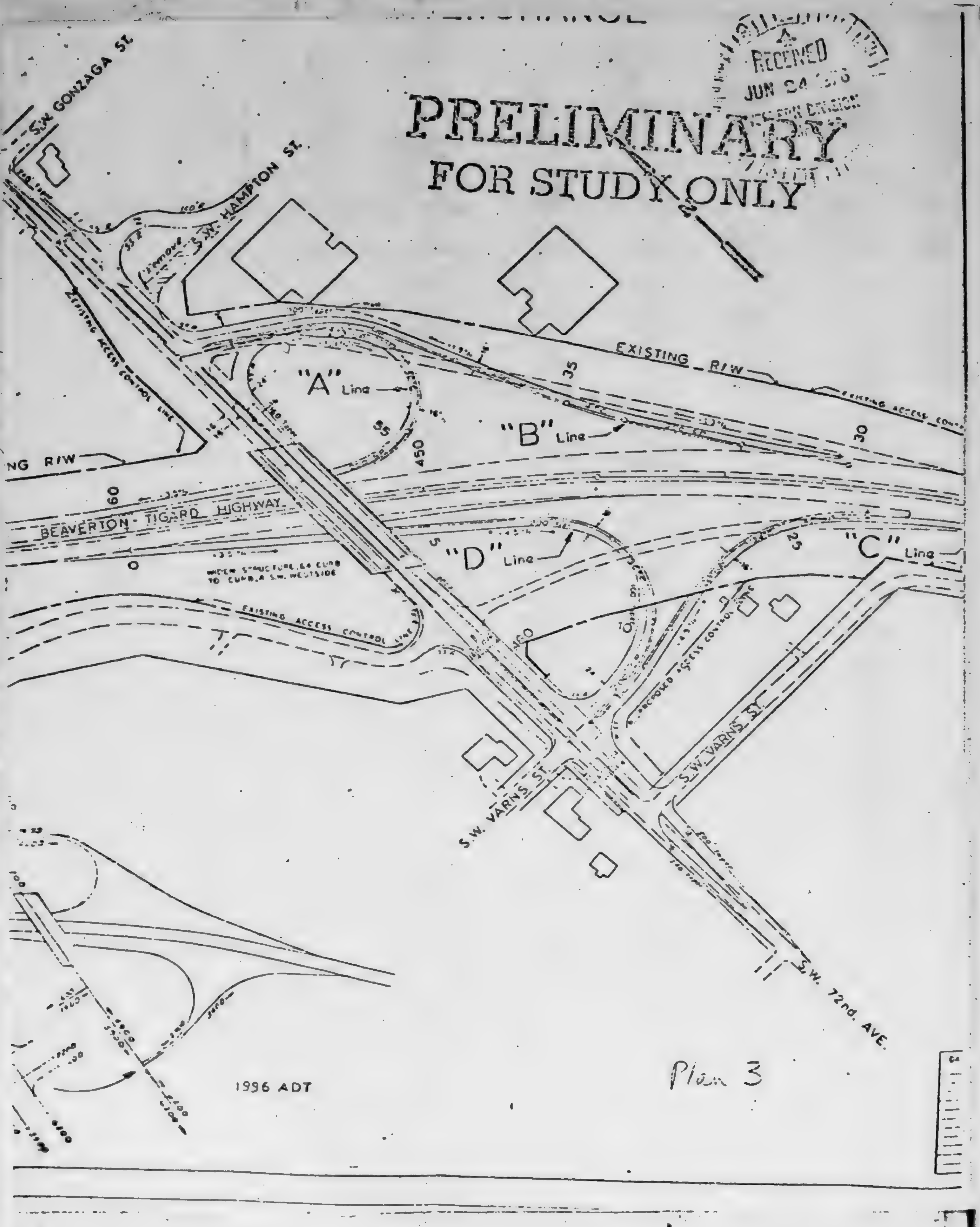
JUN 24 1976
WESTERN DIVISION
COE MFG. CO.

PRELIMINARY
FOR STUDY ONLY



Plan 2



PRELIMINARY
FOR STUDY ONLY

RECEIVED
JUN 24 1976

Plan 3

Salem, Oregon
~~June 7, 1976~~
8-5-76

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Mr. F. B. Klaboe
Assistant Director for Operations

Attached is a report covering proposed added ramps at the 72nd Avenue Interchange. Local business interests have been pushing for this and the project has been approved as the #2 priority by CRAG.

There is presently $800,000 in bodd money available for the job. The project will cost twice that much.

A project assessment has been made determining that a full E.I.S. will be necessary. No work is being done on the impact statement awaiting the selection of a plan.

DNS:az

RECEIVED
STATE HWY ENGR
JUL 21 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8-4-76 Fred
Any instructions
re this project
ESH.

RECEIVED
DOT OPERATIONS
AUG 4 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8-5-76
What would it take to
go to a hearing?
F

9-22-76 Returned to
Versteeg w/report
& note: Discussed with
Klaboe; proceed under
normal rate of speed.
Additional funds may
come from transfer
money.--RLS

7462 C

144

Salem, Oregon
June 21, 1976

DNStoudenmeyer
Don N. Stoudenmeyer
Preliminary Design Supervisor

72nd Ave. Interchange
Beaverton-Tigard Highway
Washington County

Ed Hardt
Region I Engineer

As requested, attached are reduced prints of three alternate designs for the subject interchange added ramps. Plan 1 costs 1.7 million, Plan 2 costs 1.675 million and Plan 3 costs 1.5 million.

Plan 1, full diamond, has been recommended as providing the best traffic service for the area.

DNS:az
Attachment

94168

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 9, 1976

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: FINANCING FOR THE 72ND AVENUE INTERCHANGE
HIGHWAY 217

TO: R. N. BOTHMAN
Metropolitan Engineer

I see by one of Ted Spence's memos that you are on the CRAG committee for determining priorities for projects for the Mt. Hood transfer money.

Completion of the 72nd Avenue Interchange with Highway 217 was the #2 project in CRAG's state bond program. The preliminary estimate for this project was around $800,000 and that was the amount of bond money allocated by CRAG for the project. Unfortunately, our preliminary estimate did not envision completely rebuilding the 72nd Avenue structure, nor did it contemplate the right-of-way problems connected with the nearby school. Our current estimate for the project is 1.7 million dollars.

I have assumed that this project would be a candidate for Mt. Hood transfer money, in order to make up the difference between 1.7 million and $800,000. This project was pushed through CRAG by Washington County, but I'm not sure whether they are going to press for Mt. Hood money for it. I bring this up because there is wide-spread local support for the project and since it was judged to be CRAG's #2 priority project, consideration should be given for allocating Mt. Hood money for it.

ELH/cr
cc F. B. Klaboe
E. S. Hunter
Ted Spence

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUN 10 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9468

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 7, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: 72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

TO: Mr. F. B. Klaboe
Assistant Director for Operations

Attached is a report covering proposed added ramps at the 72nd Avenue Interchange. Local business interests have been pushing for this and the project has been approved as the #2 priority by CRAG.

There is presently $800,000 in bond money available for the job. The project will cost twice that much.

A project assessment has been made determining that a full E.I.S. will be necessary. No work is being done on the impact statement awaiting the selection of a plan.

Jerry: [redacted]
This could be financed with withdrawn funds and matched with part of the $800,000, couldn't it
F

DNS:az

PROJECT MANAGEMENT
JUN 08 '76
REFER TO
FOR
Info
Investigate
R&D
Action
File
Letter
See Me

NOTED
F. B. KLABOE

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS

ROOM 201
(503) 648-8886

June 4, 1976

RECEIVED
DOT OPERATIONS
JUN 8 '76
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

F. B. Klaboe
Chief of Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In response to your letter of June 1, 1976 to Chairman Virginia Dagg, Washington County Board of Commissioners, I would like to make the following comments and clarification:

1. The transfer of Mt. Hood Freeway funds to other uses in the metropolitan region has been authorized by the U.S. Department of Transportation.
2. These transfer funds are to be utilized within the metropolitan urban area, and as you state, the distribution will be cleared through CRAG.
3. The State of Oregon has many facilities within this area that are, and will be eligible for expenditure of these funds.
4. This interchange referred to between Highway 217-Barnes Road-Sunset Highway was one of the high priorities for utilization of bond fund monies.
5. It was the intent that bond fund monies be used as local match possibility for funding such a project with the newly available or soon to be available transfer funds.
6. The intended request of the Washington County Board of Commissioners was that your Highway Division be the sponsoring agent for this project, applying to utilize transfer funds.
7. Further, it would be requested that a review be initiated to utilize these transfer funds for other designated bond fund projects using only the bond fund monies for the local match and thereby spreading the use of the bond fund monies to a much greater extent and also giving the state and the region better capability to match and utilize the transfer funds.

NOTED
F. B. KLABOE

PROJECT MANAGEMENT
JUN 08 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

I hope this will serve to clarify the request previously made to you.

Further, I appeared at the six year program hearing on behalf of Washington County and made the request that this specific project be included for consideration in this six year program. As I understand the public hearing process, this would be possible.

I stand ready to assist in any manner that we might from the standpoint of Washington County or staff.

Very truly yours,

John F. Crockett
Acting Director of Public Works

JFC:js

cc: Ed Hardt, Regional Engineer
County Administrative Officer
Members, Board of County Commissioners

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Further, I appeared at the six year program hearing on behalf of Washington County and made the request that this specific project be included for consideration in this six year program. As I understand the public hearing process, this would be possible.

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Very truly yours,

John F. Crockett
Acting Director of Public Works

JFC:js

cc: Ed Hardt, Regional Engineer
County Administrative Officer
Members, Board of County Commissioners

June 1, 1976

The Honorable Virginia Dagg, Chairman
Washington County Board of Commissioners
Administration Building - 150 N. First Avenue
Hillsboro, Oregon 97123

Dear Chairman Dagg:

This is in response to your request, on behalf of Washington County, that the Oregon State Highway Division provide funding for the construction of the interchange of Highway 217 and Highway 26.

The Highway Division has recently prioritized its activities in conjunction with the Six-Year Construction Program, extending from July 1976 to June 1982. Major projects have been included in Washington County, including construction of the Allen Avenue interchange and the Denney Road interchange, and a number of smaller projects.

Funding under existing programs available to the Highway Division will not accommodate the project you have requested. However, may I suggest an avenue for possible funding for it? The allocation of monies transferred from the Mt. Hood Freeway is the responsibility of the local jurisdictions, through the Columbia Region Association of Governments.

I appreciate your consideration of the highway facilities in Washington County and stand ready to assist you in any way possible.

Very truly yours,

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt

RNB:ebg srb

Additional ramps to provide a full interchange at 72nd Avenue on the Beaverton-Tigard Highway have been under study for some time. The project has been approved as the #2 priority by CRAG.

Many designs have been studied resulting in the selection of three possible alternates - a full diamond (Plan 1); a loop in the northeast quadrant and a half diamond on the south (Plan 2); and, loops in both northeast and southeast quadrants (Plan 3). Attached are reduced copies of each plan.

Following are estimates and impacts of each alternate:

Plan 1 - Full diamond

Service: For the projected traffic this plan provides the best service.

Cost: $1,700,000.

Completion Time: About 2-1/2 years due to Right of Way problems of the school and relocated Hunziker.

Environmental Impacts: Noise impact of ramp closer to school. Purchase of school property and replacement land. Relocation of Hunziker causes dislocation of developed properties.

Plan 2 - Loop in northeast quadrant and a half diamond on the south

Service: Substandard tight loop in northeast quadrant does not provide as good service as diamond.

Cost: $1,675,000.

Completion Time: About 2-1/2 years due to relocated Hunziker causes dislocation of developed property. Require relocation of a portion of Hampton Street.

Plan 3 - Loops in both northeast and southeast quadrants

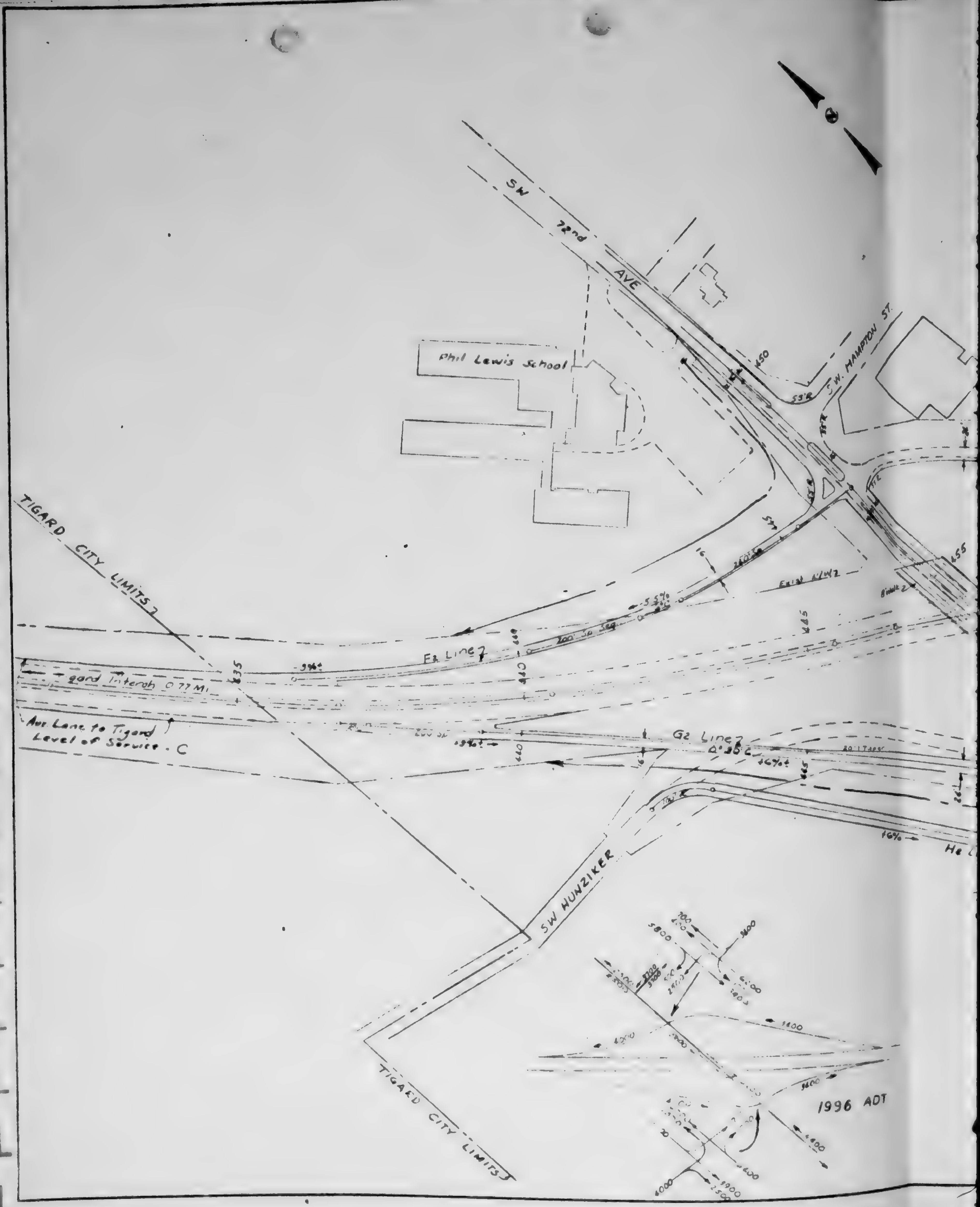
Service: Tight loops in both quadrants do not provide as good service as either Plan 1 or 2.

Cost: $1,500,000.

Completion Time: About two years. The six months saving is due to fewer right of way problems.

Environmental Impacts: Required relocation of Hampton Street. This plan has the least impacts of the three.

Plan 1 (Full diamond) is recommended as providing the best traffic service if we can live with the problem of the impacts on the school. If not, Plan 3 (Double loops) will provide an acceptable alternate.


SW 72nd AVE
Phil Lewis School
SW. HAMPTON ST.
450
55'R
455
Exist R/W
Bkwk
445
440
435
16
5.5%
200' Sa. Seg.
F2 Line
-9%±
Tigard Interch. 0.77 Mi.
Aux. Lane to Tigard
Level of Service - C
TIGARD CITY LIMITS
G2 Line
0°35'C
16%
SW HUNZIKER
TIGARD CITY LIMITS
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3700
3300
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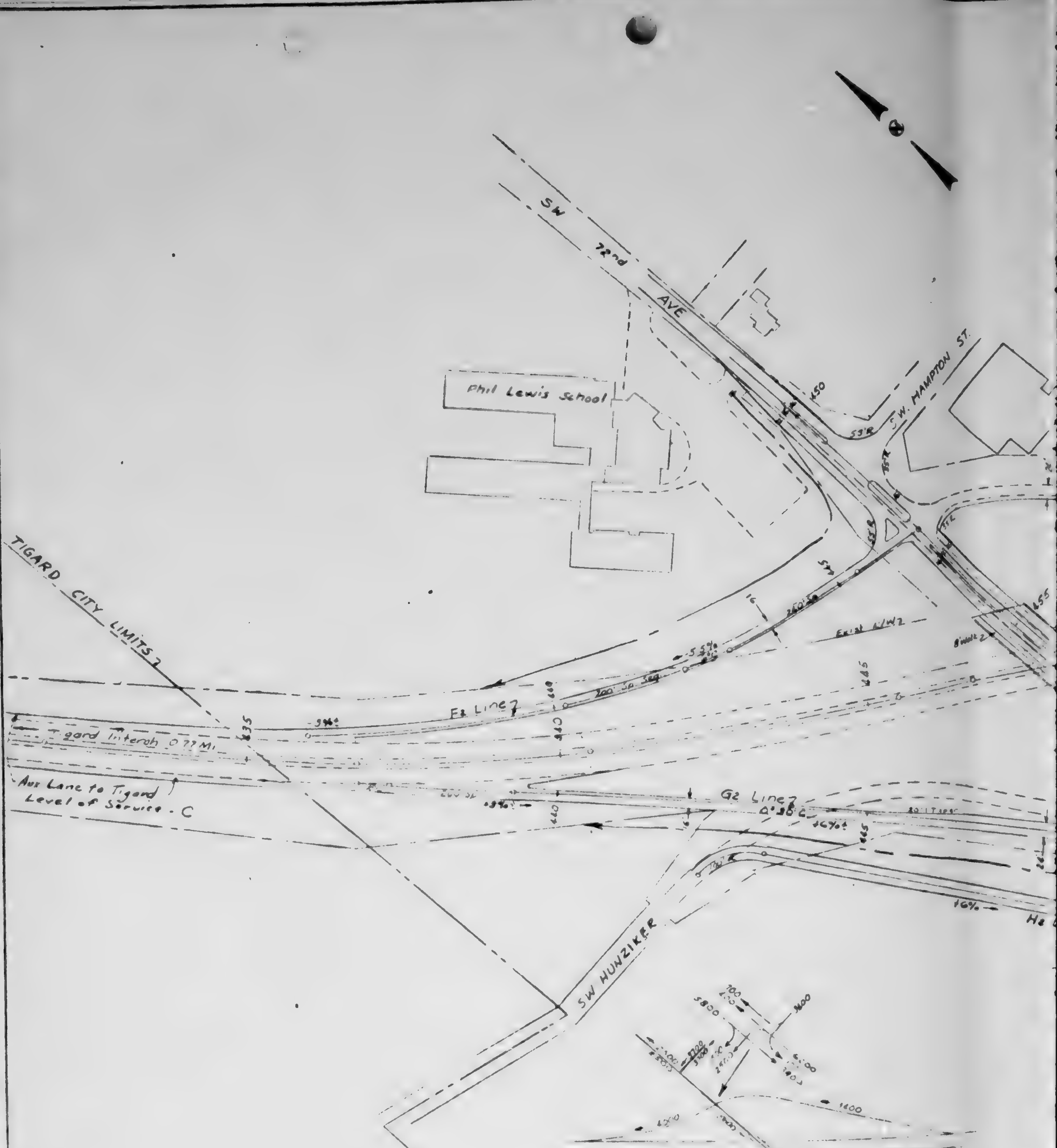
1800
1400
4200
3800
1400
6000
1900
2500
1996 ADT


SW 72nd AVE
SW HAMPTON ST.
Phil Lewis School
TIGARD CITY LIMITS
Tigard Interch 0.77 Mi.
Aux Lane to Tigard
Level of Service - C
F2 Line
G2 Line
0°30' C
200' Sp. Seg.
250' Sp.
Exist R/W
B'wall
5.5%
3%
4%
16%
835
845
855
450
SW HUNZIKER
TIGARD CITY LIMITS
5800
700
3400
1400
4200
2500
5000
4000
6000
1996 ADT

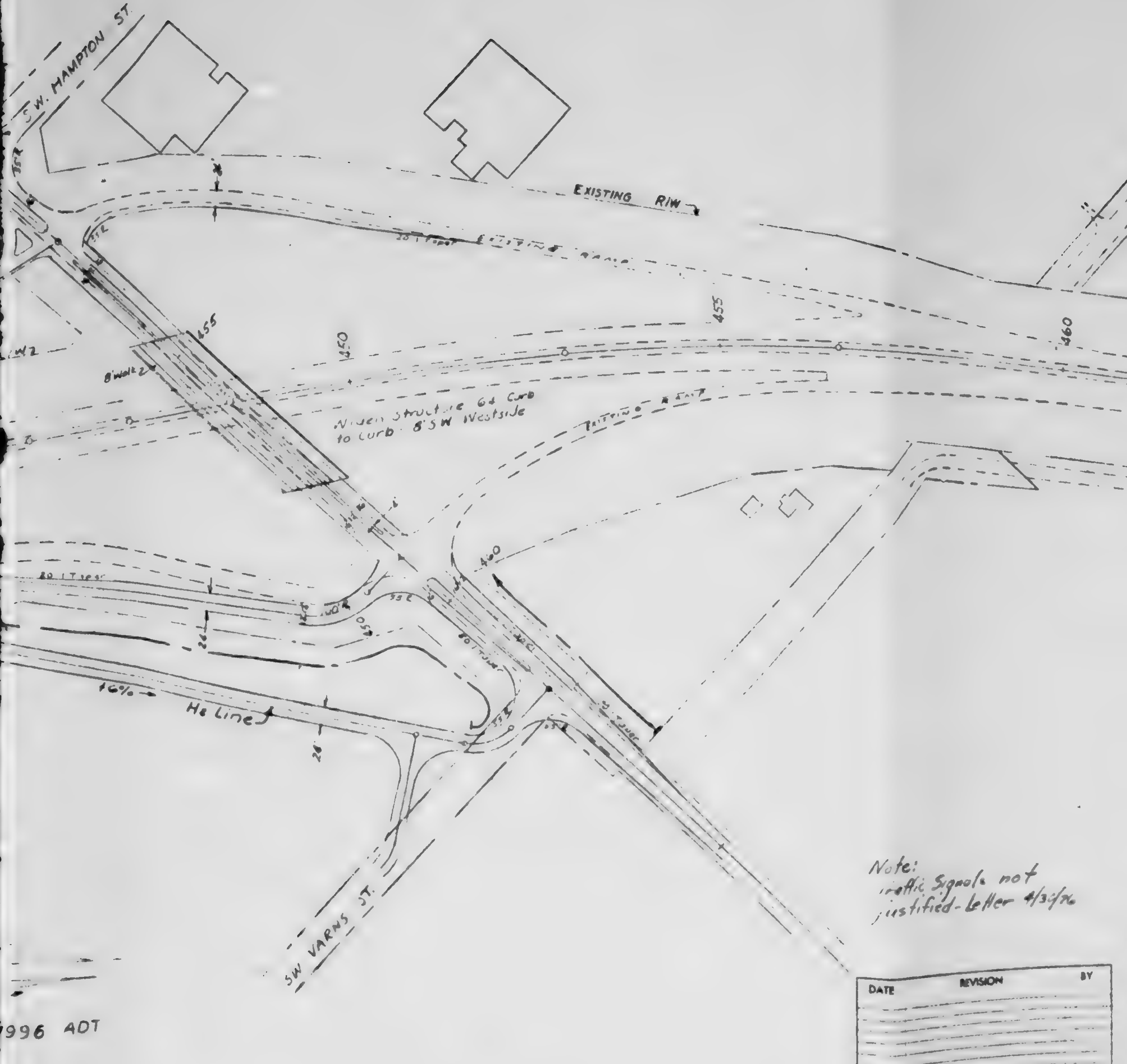
TIGAR BALDOCK

[illegible] Tigard

Washington County

FED. ROAD Div. No.	STATE	PROJE NUMB
10	OREGON	

Standard Interchange Lay



Note:
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justified-letter 4/30/76

PLAN 1

PRELIMINARY LAYOU

FINAL DESIGN WILL BE AS SHOWN
FINAL R W WILL BE AS SHOWN ON
FINAL ACCESS CONTROL WILL BE AS

DATE	REVISION	BY

72nd Ave Intercha

SCALE 1" = 100

Date 11-5-75 Signature

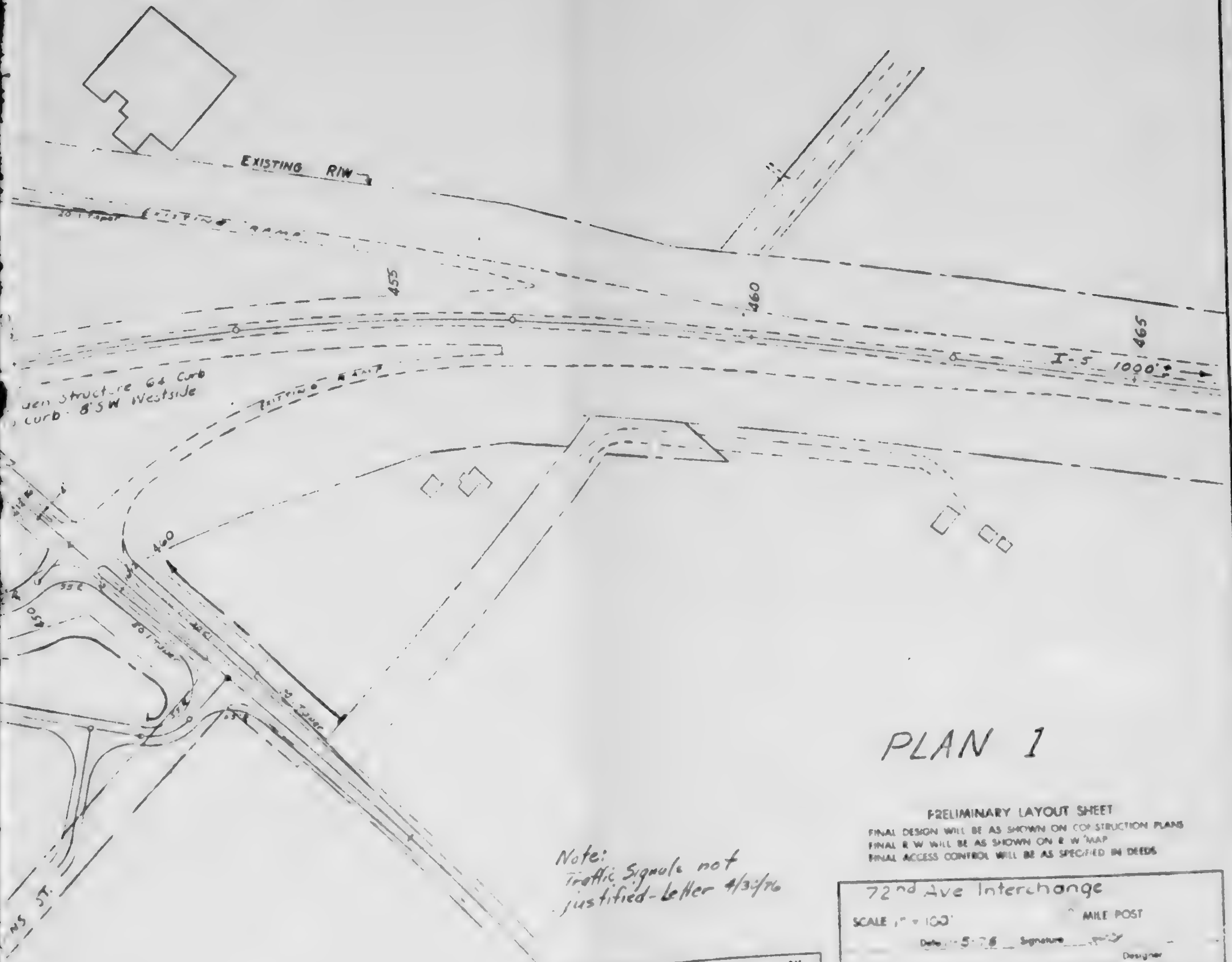
Submitted

Approved 11-19-75

11-19-75

TIGAR[illegible] BALDOCK FWY SECT [illegible] Washington County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Standard Interchange Layout Sheet



PLAN 1

Note:
Traffic Signals not
justified - Letter 4/30/76

PRELIMINARY LAYOUT SHEET

FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS
FINAL R W WILL BE AS SHOWN ON R W MAP
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS

72nd Ave Interchange

SCALE 1" = 100'   MILE POST

Date 11-5-75 Signature

Designer

Prelim Design Engr

Submitted

Approved 11-19-75 Design Engineer

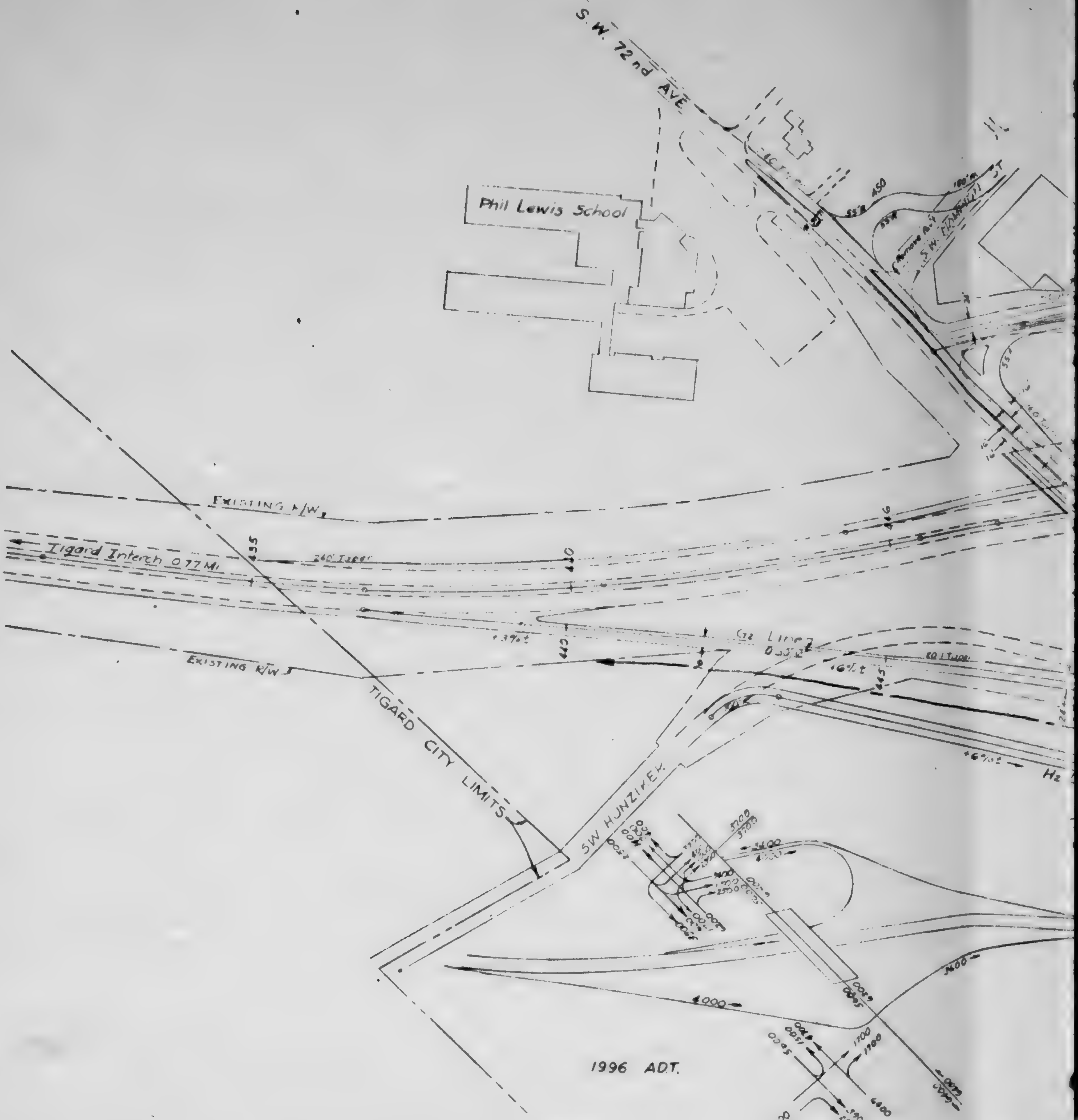
Traffic Engineer

11-19-75 Bridge Engineer

Asst. Highway

U S B P R

DATE	REVISION	BY


S.W. 72nd AVE.
Phil Lewis School
SW HAMPTON ST
EXISTING R/W
Tigard Interch 0.77 Mi
455
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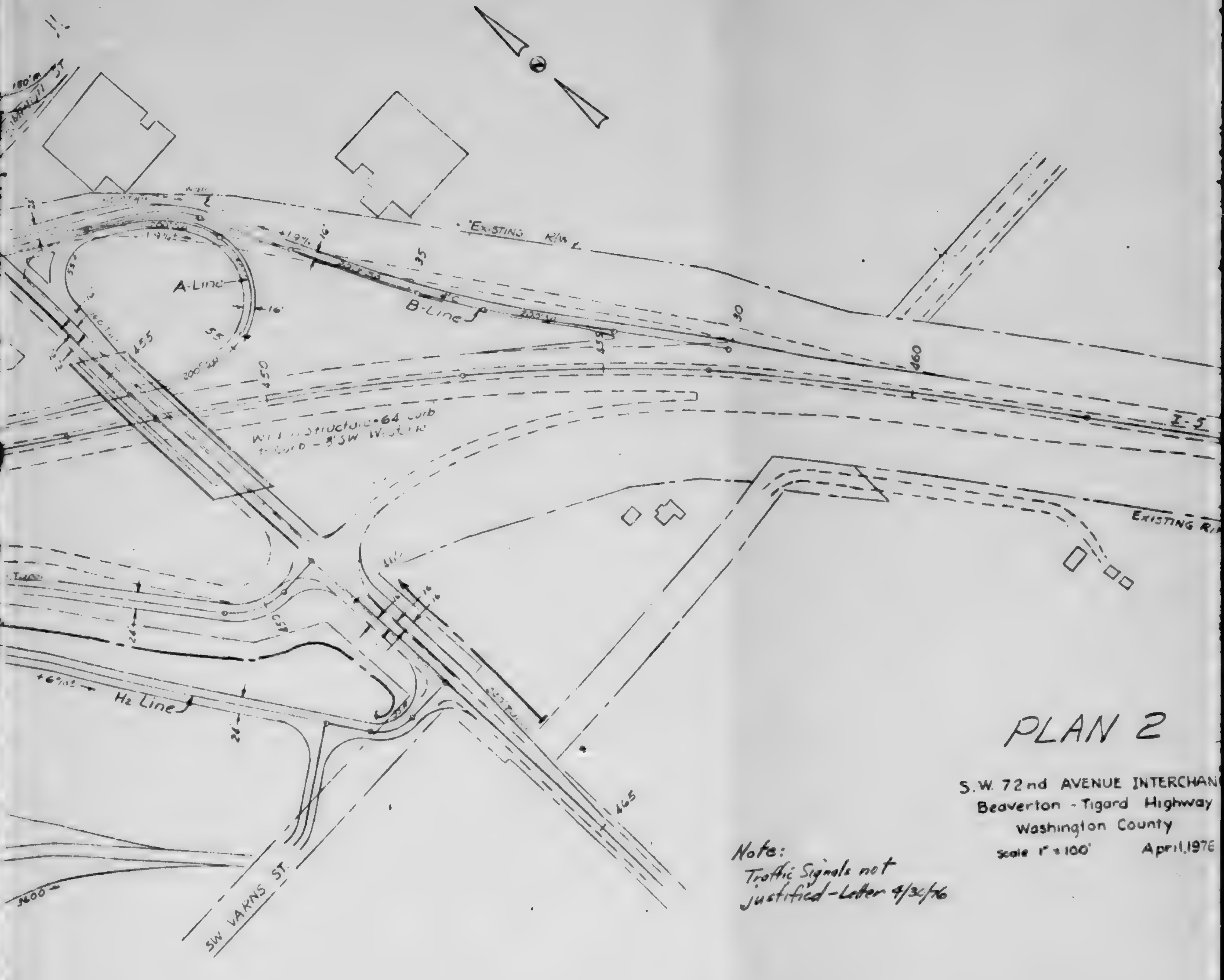
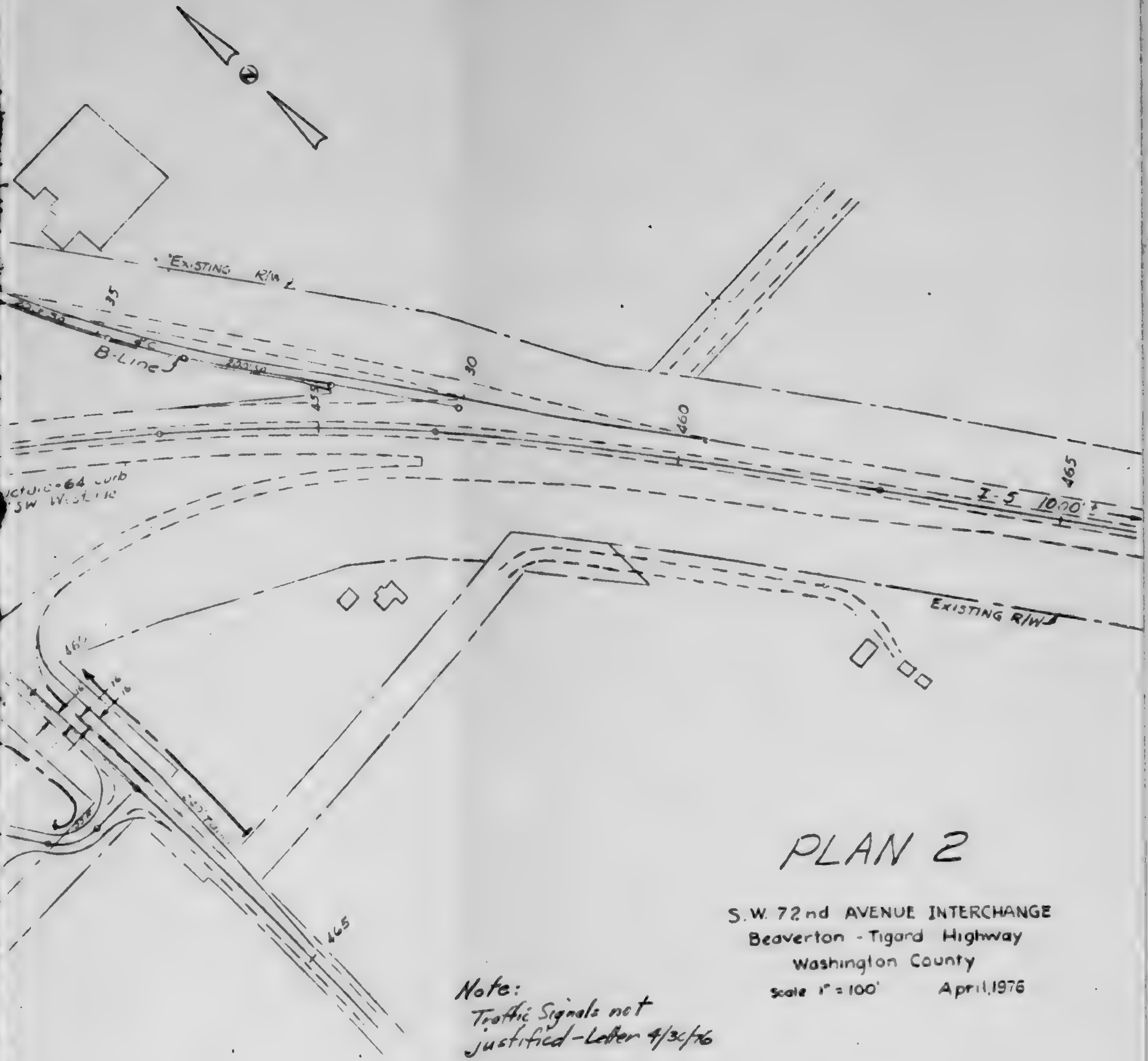


PLAN 2

S.W. 72nd AVENUE INTERCHAN
Beaverton - Tigard Highway
Washington County
Scale 1" = 100' April, 1976

Note:
Traffic Signals not
justified - Letter 4/30/76

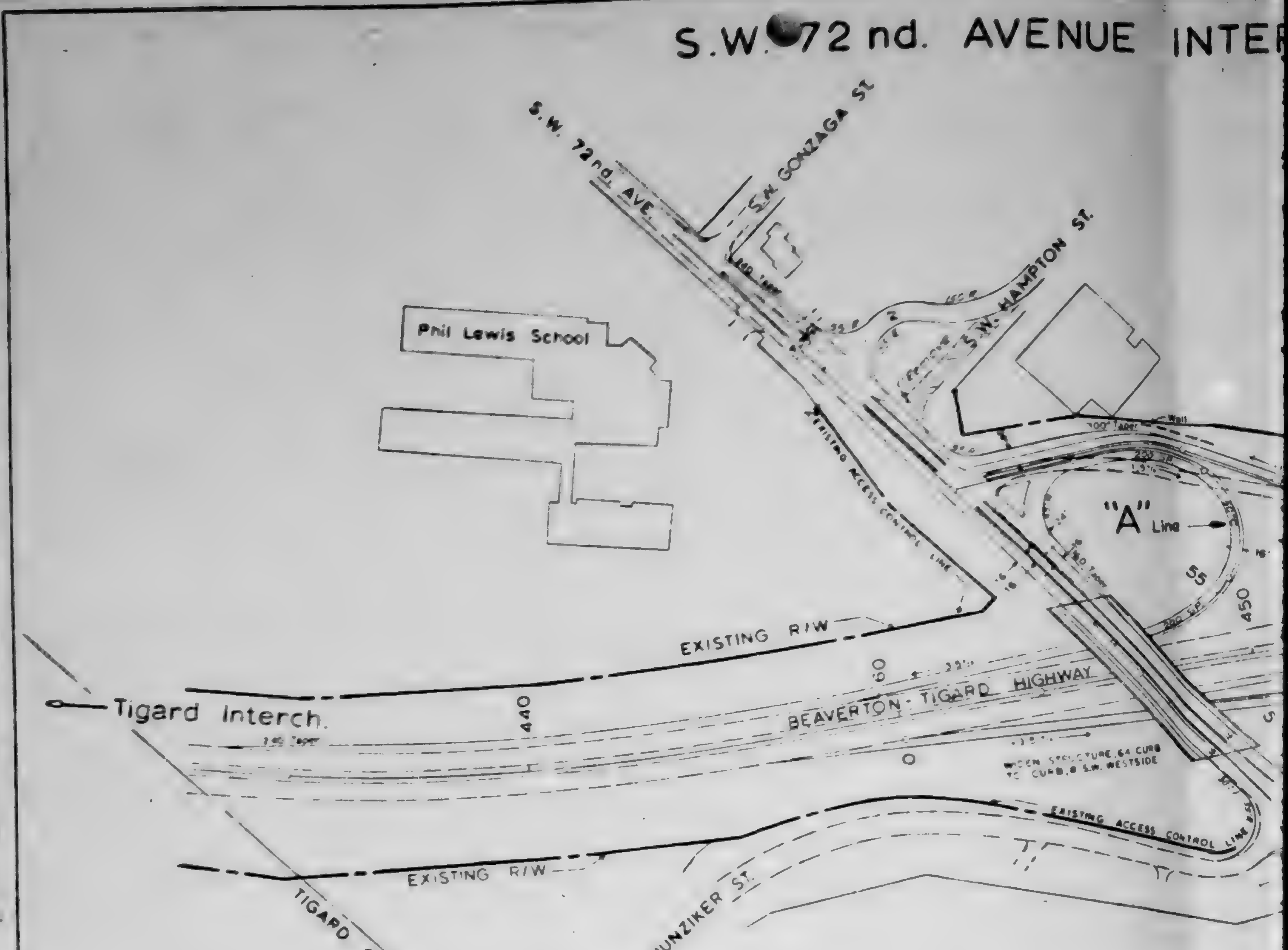


PLAN 2

S.W. 72nd AVENUE INTERCHANGE
Beaverton - Tigard Highway
Washington County
Scale 1" = 100'   April, 1976

Note:
Traffic Signals not
justified - Letter 4/30/76

S.W. 72nd. AVENUE INTER

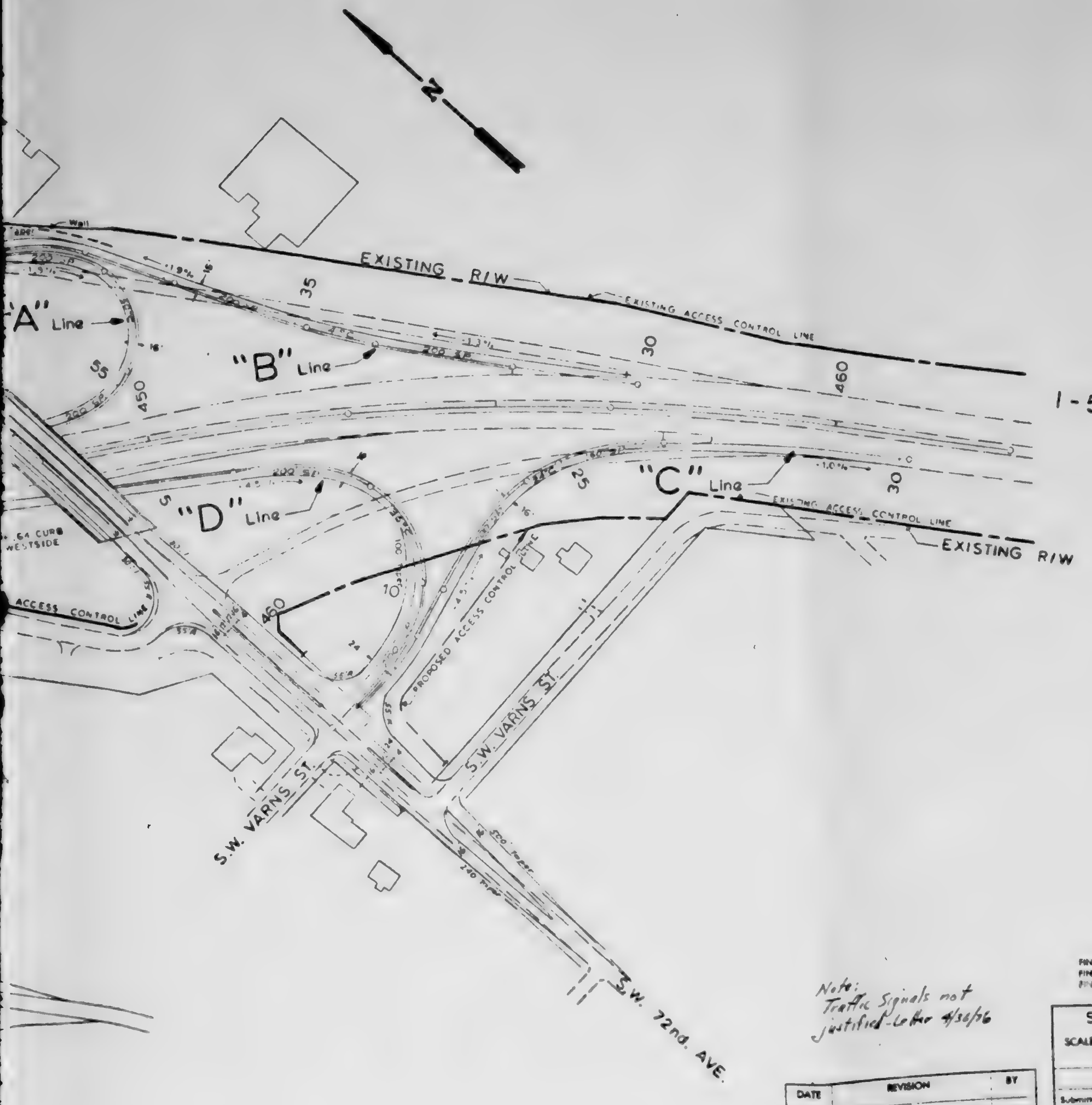


E INTERCHANGE

TIGAR   BALDOCK FWY. S
Beaverton - Tigard Highw
Washington County

FED. ROAD Div. No.	STATE	PROJECT NUMBER	F Y
10	OREGON		

Standard Interchange Layout Sheet



Note:
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justified - Letter 4/30/76

86 ADT

PLAN 3

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FINAL R/W WILL BE AS SHOWN ON R/W
FINAL ACCESS CONTROL WILL BE AS SPE

DATE	REVISION	BY

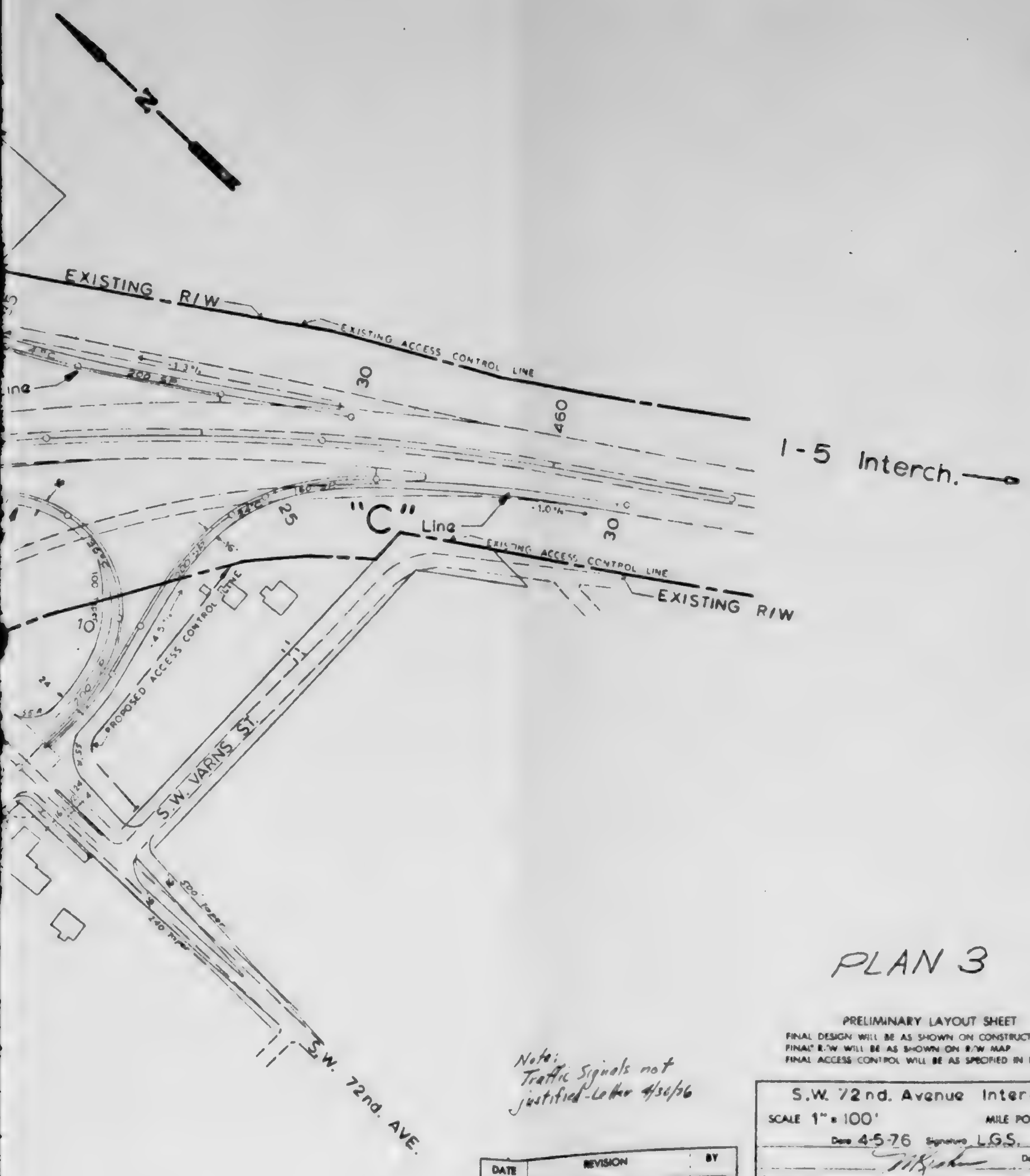
S.W. 72nd. Avenue
SCALE 1" = 100'
Date 4-5-76 Signature L

Submitted
Approved

NGE

TIGAR[illegible] BALDOCK FWY. SEC. Beaverton - Tigard Highway Washington County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Standard Interchange Layout Sheet



PLAN 3

PRELIMINARY LAYOUT SHEET

FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS
FINAL R/W WILL BE AS SHOWN ON R/W MAP
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS

Note:
Traffic Signals not
justified - Letter 4/30/76

DATE	REVISION	BY

S.W. 72nd. Avenue Interchange

SCALE 1" = 100'   MILE POST 6.69

Date 4-5-76   Signature L.G.S.

			Designer
Submitted			Prelim Design Engr
Approved			Design Engineer
"			Traffic Engineer
"			Bridge Engineer
"			Asst Highway Engr
"			U.S.B.P.R.

9-68

144

Salem, Oregon
June 7, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Mr. F. B. Klaboe
Assistant Director for Operations

Attached is a report covering proposed added ramps at the 72nd Avenue Interchange. Local business interests have been pushing for this and the project has been approved as the #2 priority by CRAG.

There is presently $800,000 in bodd money available for the job. The project will cost twice that much.

A project assessment has been made determining that a full E.I.S. will be necessary. No work is being done on the impact statement awaiting the selection of a plan.

1 Versteeg ✓
2 Olson
3 Christensen
4 Scott
5 Swenson
6 Savage
7 Trout

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SEP 23 1976
ROAD DESIGN SECTION

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STATE HWY ENGR
JUL 21 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9/27/76
Proceed with EIS at normal rate for Combination hearing on 3 alternates
DNS

8-4-76 Fred
Any instructions re this project
ESH.

RECEIVED
DOT OPERATIONS
AUG 4 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8-5-76
What would it take to go to a hearing?
F

Salem, Oregon
February 5, 1976

J. H. Versteeg
Road Design Engineer

Ed Hardt
Regional Engineer

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

We have studied the suggestions in your January 29th letter on the subject section and offer these comments.

If a northbound off-ramp were connected to 70th Avenue it would probably shorten the weave distance from the S. Tigard Interchange which is already too short. It appears we might make a loop plan that would pass between the buildings in the office complex and accomplish the same end. This is more of a refinement of design onee a pattern has been selected.

The idea of having a southbound off-ramp somewhere mid-way between Hall Boulevard and 72nd Avenue would not work due to the weave distance with the Tigard on-ramp and the great distance from the rest of the interchange at 72nd Avenue.

We are continuing our study of the alternates previously suggested in Gary Potter's memo of January 19th and will prepare a report to the Commission when all data has been analyzed.

DNS:az
cc: Boyd, J. B.
Potter, Gary

1 Versteeg ✓
2 Gibson aof
Turpin
Scott
Swenson
Anderson
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PLA

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 29, 1976

Edward L. Hardt/cr

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: 72ND AVENUE INTERCHANGE WITH HIGHWAY 217
ALTERNATIVE RAMP PROPOSAL
CITY OF TIGARD

TO: HAL VERSTEEG 1
Road Design Engineer 2

During my meeting on the 23rd with the golden triangle people regarding our progress with the subject project, Dick Bolen, Planning Director for the City of Tigard, made a suggestion for an alternative location for the ramps. I asked him to map out his proposal and accordingly, under date of January 27, you will find a copy of a letter from the City of Tigard, together with a print of their proposed street network from their development plan, which was prepared by CH2M-Hill, and a map of the area on which is sketched the several alternative locations.

First, the ramps lying north of Highway 217. The proposal is for the westbound off-ramp to be directed northerly towards SW 70th Avenue, instead of into SW 72nd as presently is the case. This would allow room for a loop on-ramp on the east side of 72nd, which would not interfere with the Phil Lewis School. Also shown is an alternative on-ramp coming from SW 70th Ave. You will note from the street development plan that 72nd Avenue is to be cut off at Hampton Street and 70th Avenue will be the principle north-south arterial. On this basis there seems to be considerable merit to locating the terminus of the off-ramp opposite 70th Avenue. In addition there is the obvious benefit of removing the ramp terminal from the vicinity of the school, which should alleviate the school peoples' concerns for the ramp additions.

Southerly of the expressway the thought is to locate the on and off-ramps easterly of 72nd Avenue, since the land values there are presumably less than to the west. This also has the obvious advantage of not interfering with Hunziker Street.

A gentleman at the meeting suggested that we consider locating the eastbound off-ramp at a point about midway between Hall Blvd. and 72nd Ave., utilizing a portion of an existing street feeding north off of Hunziker. I told him I doubted that this would be feasible since the ramp would be located quite a distance from 72nd Avenue, but that I would certainly take a look at the concept.

I would appreciate it if you would study these alternatives and if any have merit, include them in the others that you are presently looking into. Incidentally, it should be noted that the Tigard Triangle Development Plan, from which the proposed street pattern print is taken, has not been formally adopted by the City of Tigard. If we should happen to carry a design forward that utilized this proposed system, we should verify with the City that this is going to be their pattern for the future. I think, since we have this proposal from the City, that we should proceed to evaluate the advantages and disadvantages. I would appreciate being advised as to the results of your study of these alternatives.

ELH/cr
Attachments
cc J. B. Boyd
  Gary Potter
  Ken Rolfe

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

RE RME
RECEIVED
TE
UE JAN 29 1976
SO REGION 1
ENV LOC

January 27, 1976

Mr. Ed Hardt, Regional Engineer
Oregon Dept. of Transportation
P. O. Box 02157
9200 SE McLoughlin Blvd.
Portland, Oregon 97202

Dear Mr. Hardt:

We appreciate your coming to Tigard to inform us of the six alternatives being considered for improvement of the SW 72nd and Highway 217 interchange. As you requested, I am sending a map of the alternate interchange configurations that I suggested you consider. Also, Mr. Fields asked that a southbound off-ramp, which would tie into Hunziker Street somewhere approximately half way between Hall Blvd. and 72nd Ave. be examined.

The southbound off-ramp (as sketched on the attached map) could avoid the conflicts with Hunziker St. which occur when attempting to bring an off-ramp in on the west side of 72nd. In addition, substantial savings should result from the reduced amount of land and buildings which must be acquired for right-of-way. However, this alternative will reduce the amount of weaving room available to the southbound on ramp.

The northbound off-ramp can be relocated east of the Lincolnwood Office Complex, connecting with Hampton St. which is part of the planned north-south arterial route which includes 72nd south of 217 and Hampton and 68th north of 217. Locating the northbound off-ramp in this location would permit a buttonhook northbound on-ramp east of 72nd avoiding any conflicts with the Phil Lewis Elementary School.

Other configurations are also possible in this area, such as connecting both the on-ramp and off-ramp to Hampton Street or even a direct connection to 68th.

At the meeting I provided you with a copy of the traffic assignment study conducted for the City by Carl Buttke, Consulting Engineer. This study will be updated in April in conjunction with refinements presently being made in Tigard's Comprehensive Plan for this area.

Sincerely,

Richard C. Bolen

Richard Bolen
Planning Director

RB:pt

cc: Mike Oberhoffer; Delbert Fennell

9-1106 L.

FORM 81.734.3030

673 J

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 19, 1976
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: ID Team Meeting

TO: MEMO TO THE FILE

Interdisciplinary Team #1 held a meeting on January 14, 1976 to discuss the S.W. 72nd Avenue Ramp project. In attendance was Ed Hardt, Hal Versteeg, Bruce Boyd and myself.

Mr. Versteeg presented six alternatives for improving the 72nd Avenue Interchange and estimated cost figures for each:

	Proposal	Cost Estimate*
1.	Diamond Interchange	1.7 million
2.	Loop Ramp Interchange	2.2 million
3.	Improve Hunziker (two-lane) from 72nd Ave. to Hall Blvd. only	0.5 million
4.	Frontage Road Left	1.5 million
5.	Frontage Road Right	1.2 million
6.	Access from 72nd Avenue via South Side of Highway 217	2.5 million

Alternatives 4 and 5 can be combined for one-way frontage roads.

Ed Hardt is scheduled to meet with the Tigard/72nd Avenue/Hwy. 217 Development Association on January 23, 1976, to discuss the subject project and its ramifications.

Air Quality.--Reports on the subject project are not yet completed therefore, the results are preliminary only, but the project appears relatively clean with regard to air quality impacts.

Right-of-Way.--Right-of-way will require the acquisition of two acres of school property. Replacement of this acreage may be resolved by purchasing a strip of land adjacent to the northwest side of the school property. This land is presently developed residential land.

RECEIVED
JAN 19 1976
Office of
Assistant State Highway Engineer

*Cost estimates are preliminary only.

SUMMARY OF ALTERNATIVES:

Alternative 1--Provides excellent access but has significant impacts on the school, which would require the purchase of replacement lands for the school and subsequent relocation of residents being displaced. Estimated cost--1.7 million.

Alternative 2--Provides excellent access with minimal impact on the school; requires removal of two completed office buildings. Estimated cost--2.2 million.

Alternative 3--Provides an improved connection between S.W. 72nd Avenue and Hall Boulevard, but poor access; also adds congestion to 99W between Hall Boulevard and Highway 217. This alternative requires some right-of-way. Estimated cost--0.5 million.

Alternative 4 (Frontage Road Left)--Provides fair access, with traffic congestion between 99W and 72nd Avenue, and adds congestion at the intersection of 99W. This alternative has similar impacts on the school as Alternative 1. Estimated cost--1.5 million.

Alternative 5 (Frontage Road Right)--Has same impacts as Alternative 4 except this alternative does not effect the school. Estimated cost--1.2 million.

Alternative 6--Provides access from 72nd Avenue via the south side of Highway 217; reduces impacts on school; requires reconstruction of ramps between Highways 217 and 99W. Estimated cost--2.5 million.

Alternative 7--Do nothing.

CONCLUSIONS:

Alternative 4 can be eliminated from further consideration due to increased costs, less benefits and impacts on the school.

Alternative 6 can be eliminated because of the cost and little increased benefits over Alternative 2.

This leaves four build alternatives, plus the no-build alternative, that provide varying levels of service and varying degrees of access to Highway 217 from 72nd Avenue, with substantially different environmental effects. Costs of the alternatives vary considerably, from an estimated minimum of 0.5 million to a maximum of 2.2 million.

GAP:ss

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder w/attach ✓
J. B. Boyd w/attach
J. H. Versteeg
Ed Hardt w/attach
Don Stoudenmeyer w/attach

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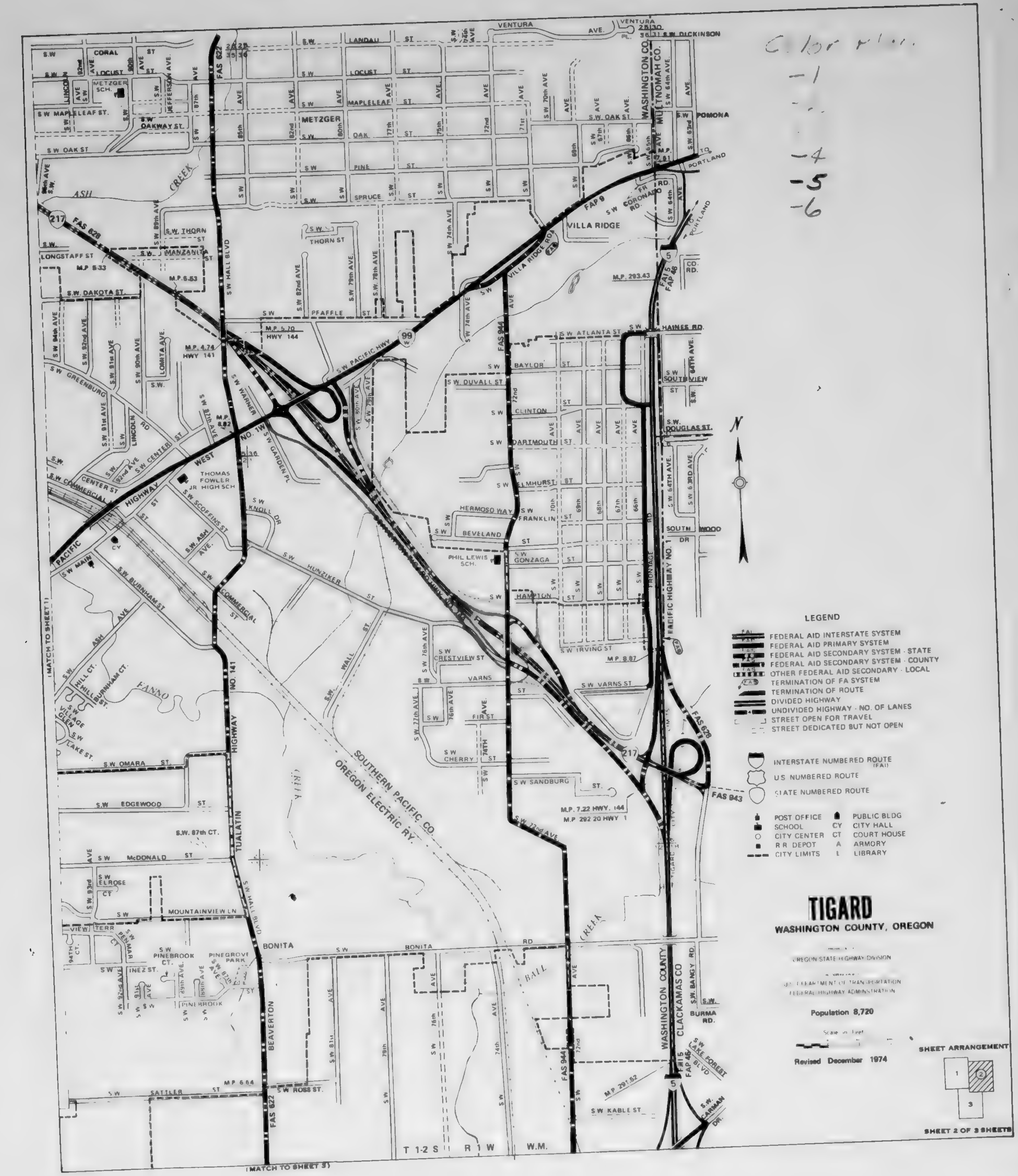


TIGARD

WASHINGTON COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 8,720

Scale in Feet

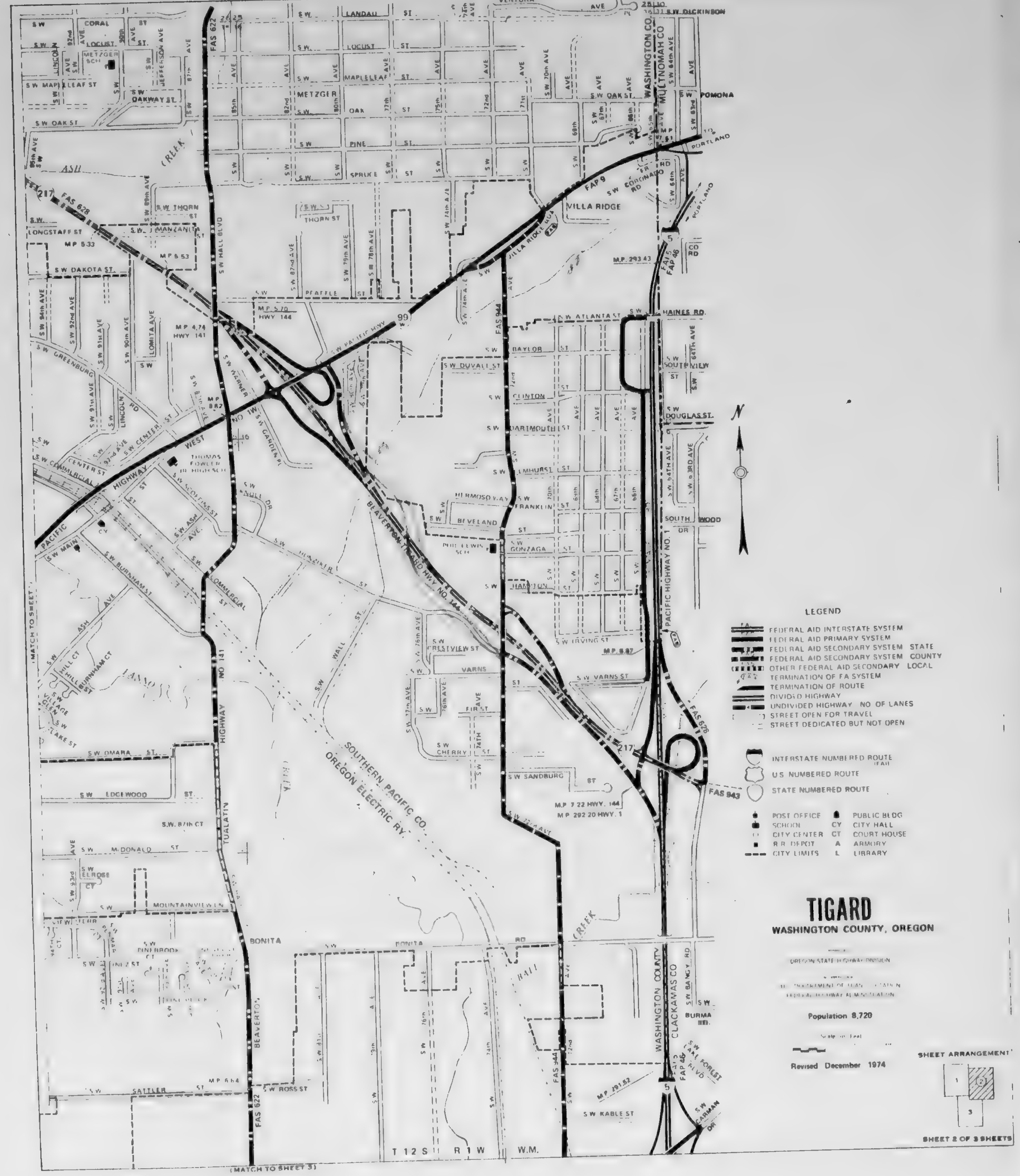
Revised December 1974

DOCUMENT MISSING

NOT FILMED

DOCUMENT NUMBER: 9468 #1

Tegard



TIGARD

WASHINGTON COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

[illegible] DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 8,720

Scale in Feet

Revised December 1974

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 18, 1975

FILE:

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: S.W. 72nd Avenue Ramps
Highway 217
Washington County

NOTED
E. S. HUNTE

A meeting was held in Mr. Klaboe's office December 17, 1975, with Mr. Ball of Ball Ford and Mr. Mike Oberhofer of Farmers Insurance. They were concerned that access to 72nd Avenue from Highway 217 be developed as expeditiously as possible.

They were advised that $800,000 of bond money was available for this project. The current cost estimate for construction of the ramps and widening of the structure is $1,000,000 and right of way costs are estimated to be between $700,000 and $900,000. The spread in right of way estimates is based on alternate solutions to resolve the school right of way problem.

Gary Potter advised that present air and noise conditions are marginal in the area and that the additional traffic generated by the construction of the ramps could worsen these conditions. Final approval of this project by DEQ is of major concern.

The Road Design Section will continue the study of possible alternates such as frontal roads, loop ramps, etc. Mr. Ball and Mr. Oberhofer were most concerned that some additional access be provided for the Golden Triangle area so that commercial development could continue.

JHV:jh
cc: F. B. Klaboe
Gary Potter
J. B. Boyd
E. L. Hardt

NOTED
F. B. KLABOE

ST. HWY ENGR
DEC 18 '75
REFER TO
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FOR

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DEC 24 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. [illegible]

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

4" AC
9" CTB
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S.W. 72ND AVE. INTERCHANGE
BEAVERTON-TIGARD HWY.
WASHINGTON COUNTY

Prelim. Des. 8-4-75

ITEM	Unit	Quantity	Plus Allwd	Unit Price	Amount
Mobilization	All				28,000
General Excavation	Cu. Yd.	55,000	66,000	1^{25}	82,500
Trench Excavation	Cu. Yd.	145	174	10^{00}	1,740
12" Culvert Pipe	Lin. Ft.	320	384	8^{50}	3,264
18" Culvert Pipe	Lin. Ft	78	94	12^{50}	1,175
24" Culvert Pipe	Lin. Ft	120	144	14^{50}	2,088
Lime Treated Subgrade	Sq. Yd	27,154	32,585	0^{65}	21,180
Lime in Subgrade	Ton	305	366	65^{00}	23,790
Cement Treated Base	Ton	8,088	9,706	6^{75}	65,516
Cement in Treated Base	Ton	445	534	65^{00}	34,710
Asph. Conc. Mix	Ton	4,590	5,508	10^{00}	55,080
Asphalt in Mix	Ton	298	358	90^{00}	32,220
Aggregate Shoulder Material	Ton	3,320	3,984	4^{50}	17,928
Guard Rail, Type 2A	Lin. Ft.	800	960	10^{00}	9,600
	Subtotal				378,791
	+ 40% Engr & Cont				151,209
	Total Roadwork				530,000
	Structure Widening				484,000
	Total Const. Cost				$1,014,000
	R/W				800.000
				$	1,814,000

144

FORM E-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE December 12, 1975

TO J.B. BOYD
Right of Way Engineer
Salem, Oregon

FROM W.G. HIGHT
Regional Liaison Agent
Milwaukie, Oregon

SUBJECT S.W. 72nd Ave. Interchange
Beaverton-Tigard Highway (Hwy. 217)
Washington County
Prefix: 134-1302-913

12-23-75
Please send copy to
Mr. Versteeg.

The information requested in your letter of November 28, 1975 is as follows:

1. The effect of the acquisition of needed property from the Phil Lewis Elementary School would reduce the functional utility. The school is now operating at capacity with enrollment at just under 550 students. Present State requirements for the amount of students which are allowed to attend a grade school facility are:

    a) Five acres for the grade school, plus one acre for each 100 students or any portion of 100 students.

    With the present enrollment, the area requirements are 11. acres. This information was supplied by the Tigard School Superintendent, Dr. Deb Fennell.

    When the County tax records were checked to ascertain the actual area, we found the school property has 11.95 acres.

2. The long-range forecast is for the Phil Lewis Grade School to continue as it is now operating.

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
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There are no plans to enlarge this school for further growth. With the present zoning, and future plans for the area, there are very few small tracts of land which are capable of being developed for residential use. Any future developments are so situated that any need for another grade school would require an additional school at another site. Dr. Fennell claims an investment of around two million dollars for this school facility.

The school buildings were constructed in three stages with the oldest building being 20 years old. Dr. Fennell indicated that the Phil Lewis facility will be adequate for possibly another 20 years or maybe even longer. At present, the existing facilities adequately offer a pleasant atmosphere for its student's learning experience.

3. The estimated value of the right of way needed in all four quadrants is $600,000. This estimate includes land, improvements, damages, relocation and incidentals. Included in the above noted figure is $140,000 to be applied to the estimated 2.± acres of school property which will be required.

   Considering that the school is now operating at capacity, and that two acre purchase would make the school substandard, the school will have to buy enough land to bring it back into compliance with State requirements. Therefore, an additional $105,000 would be needed to purchase the first three houses between the school property and S.W. Beveland St. This would be slightly more than the acre needed to return the school to the minimum State standards.

The total amount of money estimated to buy the right of way for this project is $705,000.

WGH:kc

cc E.L. Hardt

146 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 3, 1975

In reply refer to: 1041A.1

SUBJECT: Oregon Project US-466(-)
SE 72nd Avenue Interchange
Beaverton-Tigard Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

693-5

The subject project assessment submitted with Mr. Rulien's November 10 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, Markham)

NOTED
R. L. SCHNEIDER

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Att
					✓

cy Schneider

RECEIVED
DEC 10 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 1, 1975

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Interdisciplinary Team One Meeting
Southwest 72nd Avenue Ramps

TO: MEMO TO THE FILES

On November 26, 1975 the following people attended a meeting to discuss the subject project:

Ed Hardt
James Cochell
J. H. Versteeg
J. B. Boyd
Ken Chatwood
Gary Potter

The purpose of the subject project is to complete the 72nd Avenue Interchange for the primary purpose of completing interchange service to the Golden Triangle.

The alternatives discussed were:

1. Diamond interchange.
2. Loop ramps.
3. No-build.
4. Other alternatives:
    a. Improve S.W. Hunziker Street.
    b. Build a frontage road along the north side of the Beaverton-Tigard Highway to Highway 99W intersection.

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STATE HWY ENGR
DEC 1 '75
REFER TO
FOR
Info | Invei | R.D. | D.R. | Sign | Act

The Road Design Section will study and issue a report of feasibility of the various alternatives.

It was noted that the administration of the Phil Lewis School has expressed concern about the subject project in four primary areas:

1. Degradation of air quality.
2. Increased noise.
3. Moving traffic closer to the school facility.
4. Loss of school playground area.

Considerable discussion then followed regarding air quality and noise considerations of this project. It was stated that violations of air quality standards are probably occurring at the interchange now, but those violations will be aggrevated by the connection of Kruse Way, and would be further aggrevated by the addition of the subject ramps in completion of the interchange. It will be necessary to model the interchange after receipt of traffic information to determine magnitude of the problem with regard to air quality in the project area. This area has been studied in the preliminary fashion in conjunction with the Kruse Way study which was recently completed, which revealed that the 72nd Avenue ramps may be an element in the Interim Transportation Plan that is inconsistent with air quality guidelines. The study of the interchange will need to determine consistency of the project with the statewide implementation plan.

It was estimated that such an air quality study could be completed by February 1, 1976, providing traffic information was available. It was also decided that Jim Cochell's crew may be called upon to do bag sampling in the project area so that we could accurately determine existing carbon monoxide levels.

In the area of right-of-way, it was determined that right-of-way will be needed from the school grounds to complete a diamond interchange. Discussion then centered around whether functional replacement of the school is likely, i.e., is the school now operating on a minimum square footage basis. The school in all likelihood bought additional property to replace those parcels acquired by the Highway Division in 1965 for the completion of Beaverton-Tigard Expressway.

The Right-of-Way Section will conduct a study of the school grounds, attendance, service district, etc., simultaneously with the Environmental Section study of the air quality on the project.

After the completion of the study of the alternatives, air quality, and the school situation, the Highway Division will then be in a position to determine whether the project is feasible and, therefore, worthy of additional study. Assuming that the project could be advanced, the following tentative time schedule was set:

September, 1976	Start EIS
March, 1977	Release EIS
April, 1977	Public Hearing
September, 1977	Final EIS
October, 1977	Design Approval
October, 1980	Finish Right-of-Way Acquisition
November, 1980	PS&E
January, 1981	Contract

Further discussion centered around the noise impacts upon the school property. In most situations, walls, berms, or other engineering features could be incorporated in the project to mitigate noise impacts. Right-of-way would also be needed from the front of the school, moving traffic closer and perhaps interferring with parking operations in front of the school.

GAP:sz

cc: F. B. Klaboe ✓
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
Ed Hardt
L. W. Rulien

9468

October 28, 1975

Ms. Doris Hartig, City Recorder
City of Tigard
P. O. Box 23557
Tigard, OR 97223

Dear Ms. Hartig:

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

Reference is made to your September 10 letter submitting a copy of Resolution no. 74-52 (Tigard City Council) relative to the improvement of the 72nd Avenue Interchange.

We have been advised that CRAG has listed this as their Number 2 priority for implementation with State bond funds. The Highway Division will start work on the location survey in the near future and when the necessary background data is available, a public hearing will be held on the project.

If you have any questions, please contact Mr. E. L. Hardt, Regional Engineer, at his Milwaukie office (phone 653-3090). That office will be doing the field work and coordinating the project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
J. H. Versteeg
Victor D. Wolfe
E. L. Hardt (enc.)

ADO:we ja

9416X

144

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Design Engineer
Attention: A. D. Olson

DATE: April 28, 1975

File No.: Washington County

FROM: John Hanks
John Hanks
Project Analysis Supervisor

SUBJECT: 72nd Avenue Interchange
Beaverton - Tigard Highway
Washington County

1 Versteeg ✓
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Trout

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APR 29 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

The proposal for a full diamond interchange at 72nd Avenue has been reviewed. Evaluations were based on 1994 traffic projections developed from population and employment forecasts supplied by the Columbia Region Association of Governments (CRAG).

Our previous report, dated March 6, 1975, evaluated the effects on the Beaverton - Tigard Highway proper. No significant adverse impacts to traffic operations were found. This analysis relates to the level of service conditions at the interchange ramp terminal intersections.

Assuming no improvements, except the addition of the westerly ramps, traffic operations will deteriorate to service level "E" - "F" for projected 1994 peak hour periods. Vehicle delays will be prominent with queues forming at the ramp terminal intersections. See Figure 1.

In order to improve intersection level of service the following improvements are suggested. See Figure 2.

1. Widen the existing structure to 48' to provide left turn lanes.
2. Widen off ramps to form two lanes approaching 72nd Avenue.
3. Add right turn lanes on 72nd Avenue approaching the on-ramps

Level of service "C" is expected for 1994 traffic with these improvements.

The existing location of Hunziker Avenue is a problem that is not easily solved. Hunziker intersects 72nd Avenue directly opposite the eastbound on-ramp. Rerouting Hunziker Avenue is necessary to accomodate the proposed eastbound off-ramp. After you have investigated the potential rerouting locations of Hunziker we should re-evaluate the traffic operation impacts of the relocation.

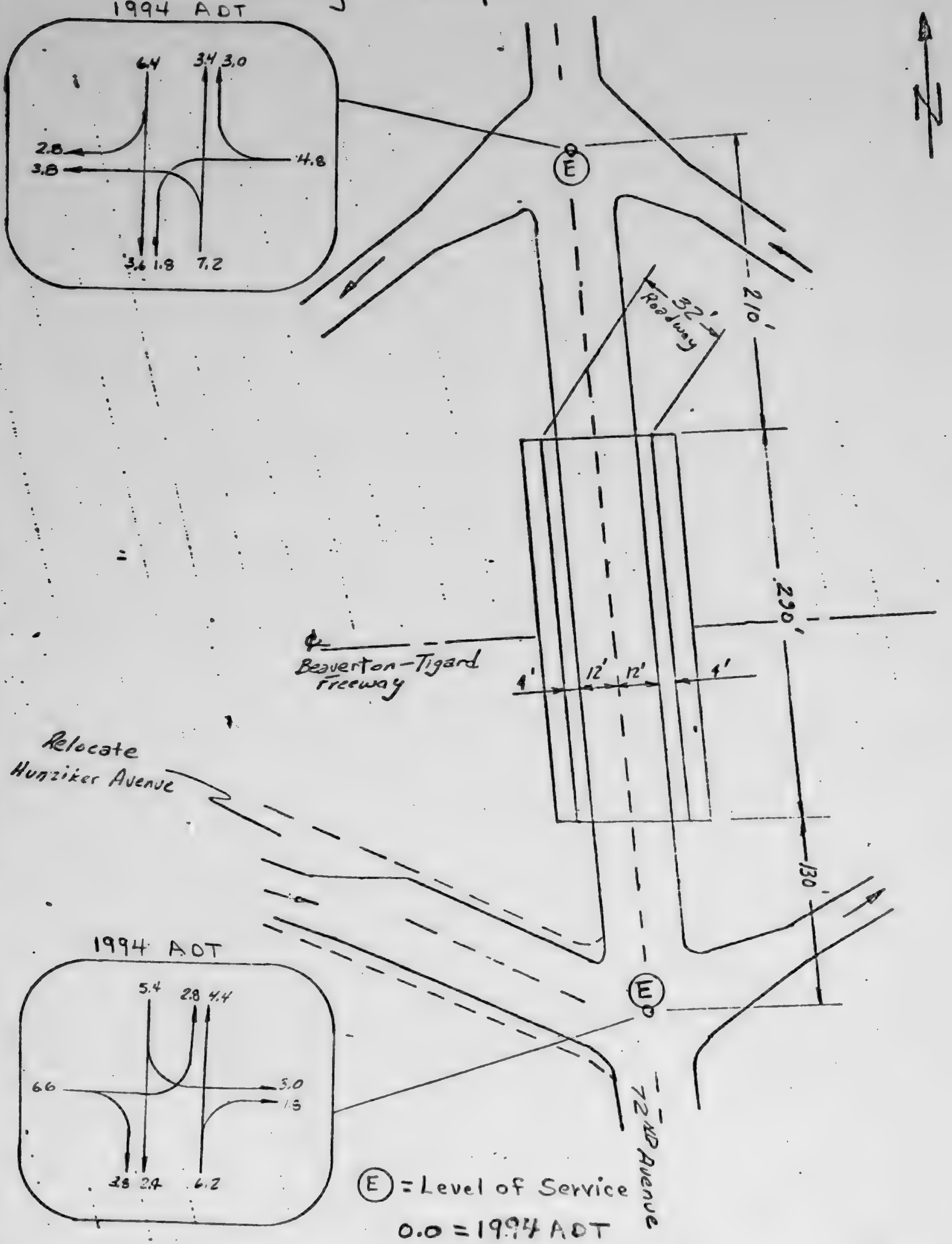
copy to [illegible]

Also the westbound on-ramp parallels the Lewis School playground. Potential adverse impacts could affect the school.

Finally, the 1994 ADT projection on 72nd Avenue north and south of the interchange is 12,000 - 13,000 vehicles per day. For an urban location this volume approaches a four lane justification. If Washington County has future plans to provide four lanes on 72nd Avenue then the interchange structure width would be affected. A four lane structure plus a left turn refuge lane and appropriate shoulders or shy distance would be required.

JH:jl
Attachments
cc: Ed Hardt, Region I

Existing Conditions plus proposed westerly ramps.



(E) = Level of Service

0.0 = 1994 ADT (in thousands)

Figure 1

Recommended Improvements
plus proposed westerly ramps

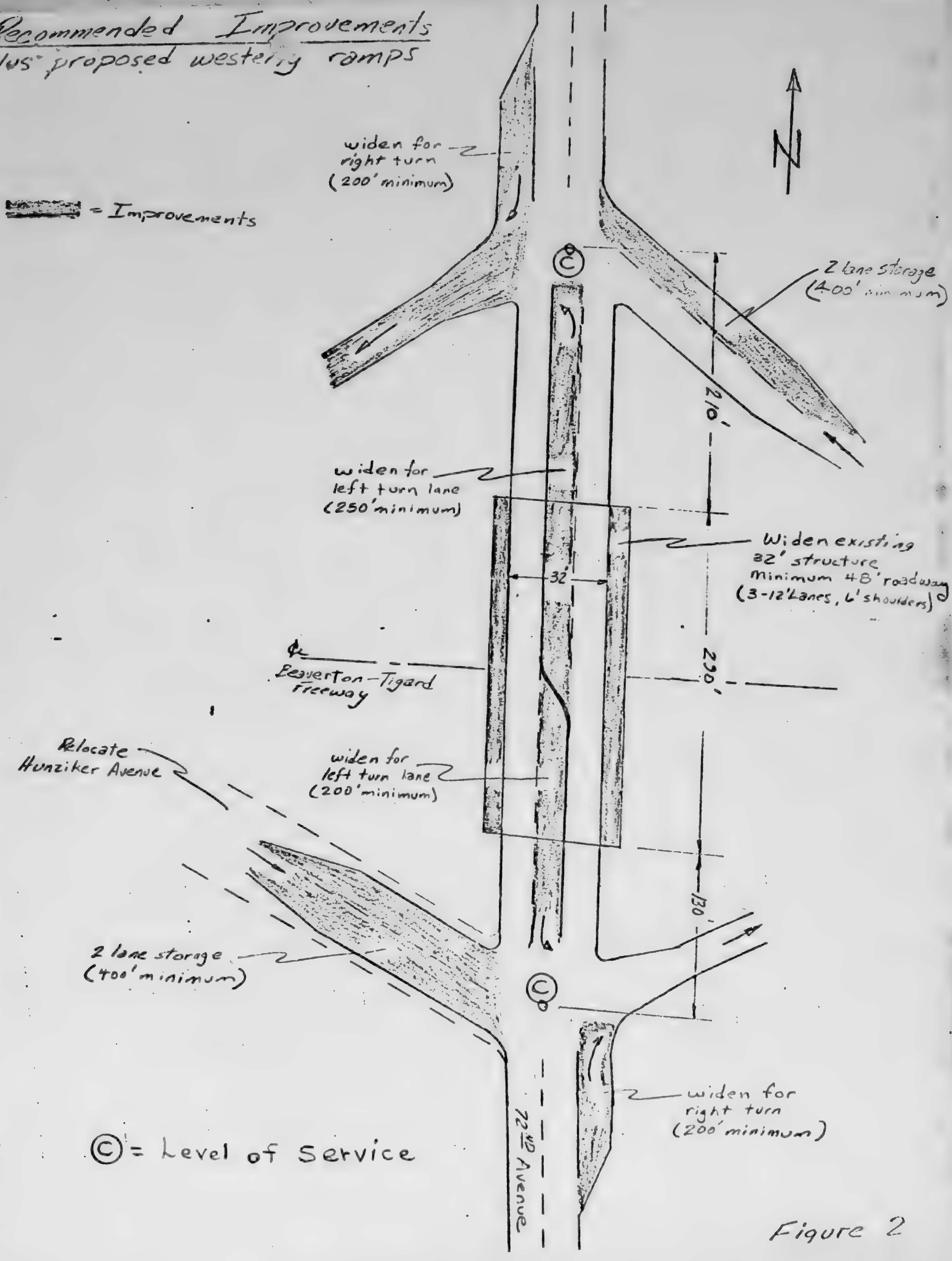

N
widen for right turn (200' minimum)
▨ = Improvements
©
2 lane storage (400' minimum)
210'
widen for left turn lane (250' minimum)
Widen existing 32' structure minimum 48' roadway (3-12' Lanes, 6' shoulders)
32'
℄ Beaverton-Tigard Freeway
290'
Relocate Hunziker Avenue
widen for left turn lane (200' minimum)
130'
2 lane storage (400' minimum)
©
widen for right turn (200' minimum)
72nd Avenue
© = Level of Service

Figure 2

7468

L.

October 17, 1974

Ms. Doris Hartig, City Recorder
City of Tigard
Post Office Box 23557
Tigard, Oregon 97223

Dear Ms. Hartig:

72nd Avenue Interchange
Beaverton-Tigard Highway
Washington County

693-J

This is to acknowledge your letter of September 10 submitting a copy of Resolution No. 74-52 (Tigard City Council) relative to the 72nd Avenue Interchange.

We had hoped to be able to reply to your request in a minimum time; however, it has become apparent that it will probably be at least another month before the necessary data is available.

A study is being made of the existing and projected traffic and traffic handling facilities covering the general area from Capitol Highway south to the Tualatin River and from Lake Oswego to the City of Tigard. When this has been completed we will be in a better position to determine what problems and benefits would be attributable to the requested ramps.

As soon as data is available we will contact you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jh js
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
V. D. Wolfe
E. L. Hardt w/att.

CITY OF TIGARD, OREGON

RESOLUTION No. 74-52

A RESOLUTION REQUESTING WASHINGTON COUNTY, C.R.A.G. AND THE STATE OF OREGON TO TAKE ACTION TO ALLEVIATE TRAFFIC CONGESTION AND TO PROVIDE SAFER ACCESS IN THE AREA OF HIGHWAY 217, HUNZIKER ROAD AND 72ND AVENUE IN THE CITY OF TIGARD; AND URGING THAT SUCH IMPROVEMENTS BE MADE IN SUCH A WAY AS TO PRESERVE AND ENHANCE RESIDENTIAL USES IN THE AREA WHILE PROVIDING ADEQUATE FACILITIES FOR THE COMMERCIAL-INDUSTRIAL USES IN THE AREA.

WHEREAS, traffic congestion in the Hunziker, 217 and 72nd area occurs due to inadequate road facilities in this area; and

WHEREAS, traffic loads will increase in the future; and

WHEREAS, such congestion causes hazardous conditions which unnecessarily threaten the safety of persons utilizing these facilities; and

WHEREAS, the incomplete design of this intersection unnecessarily overloads adjacent streets with heavy traffic and encourages drivers to execute illegal traffic maneuvers;

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

Section 1: Washington County, C.R.A.G. and the State of Oregon be hereby requested to prepare appropriate plans and to commence improvements to the above referenced area.

Section 2: Washington County, C.R.A.G. and the State of Oregon are urged to do their utmost to preserve and enhance the residential uses in this area while providing for adequate vehicular circulation for both the residential and commercial uses located in this area.

PASSED this 26th day of August, 1974.

S/Doris Hartig
Recorder

ATTEST:

S/ Floyd H. Bergmann
Mayor

AREA OF HIGHWAY 217, HUNZIKER ROAD AND 72ND AVENUE IN THE CITY OF TIGARD; AND URGING THAT SUCH IMPROVEMENTS BE MADE IN SUCH A WAY AS TO PRESERVE AND ENHANCE RESIDENTIAL USES IN THE AREA WHILE PROVIDING ADEQUATE FACILITIES FOR THE COMMERCIAL-INDUSTRIAL USES IN THE AREA.

WHEREAS, traffic congestion in the Hunziker, 217 and 72nd area occurs due to inadequate road facilities in this area; and

WHEREAS, traffic loads will increase in the future; and

WHEREAS, such congestion causes hazardous conditions which unnecessarily threaten the safety of persons utilizing these facilities; and

WHEREAS, the incomplete design of this intersection unnecessarily overloads adjacent streets with heavy traffic and encourages drivers to execute illegal traffic maneuvers;

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

Section 1: Washington County, C.R.A.G. and the State of Oregon be hereby requested to prepare appropriate plans and to commence improvements to the above referenced area.

Section 2: Washington County, C.R.A.G. and the State of Oregon are urged to do their utmost to preserve and enhance the residential uses in this area while providing for adequate vehicular circulation for both the residential and commercial uses located in this area.

PASSED this 26th day of August, 1974.

S/Doris Hartig
Recorder

ATTEST:

S/ Floyd H. Bergmann
Mayor

RESOLUTION No. 74-52

TIGARD - 72nd/217 DEVELOPMENT ASSOCIATION

MEMBERS: ALLSTATE INS. CO./ASSOCIATED COMPUTER SVC./DALL FORD/BURROUGHS CORP./COE MFG./FARMERS INS./
FIRST STATE BANK OF OREGON/GERBER·LEGENDARY BLADES/HYSTER SALES CO./INVESTORS INSURANCE/
IRVINGTON-MOORE/LAMB-WESTON/UTILITY EQUIP./WESTERN FOUNDRY/LINCOLN PROPERTIES

July 29, 1974

RECEIVED
SEP - 4 1974
CITY OF TIGARD

City Council
Tigard City Hall
Tigard, OR 97223

Gentlemen:

The business and commercial property owners in the southeast Tigard area have formed an association with the following objectives:

A. To secure good access to and from the area from the major arterial highways.

B. To secure good surface streets and roads within the area for the business and commercial enterprises without undue traffic in the residential areas.

The first project of the Association is to secure access and egress from Highway 217 at the intersection of S.W. 72nd Avenue. At present, there is no ON ramp for northbound traffic and no OFF ramp for southbound traffic.

The Association sent letters to all business and commercial property owners within a one mile radious of this intersection. Eighty-three percent responded. The three questions asked and the results are:

	Reply
1. How many employees do you now have?	3,861 total
2. How many employees do you project to have five years from now?	7,018 total
3. Do you favor a complete interchange at the intersection of S.W. 72nd & 217?	50 yes 1 no 1 not committed

With the growth in this area in the past five years and the projected growth in the next five years, the Association feels that completion of the S.W. 72nd/ Hwy. 217 interchange is imperative. The projected growth figures, we would like to point out, are for known business and commercial enterprises already in the area.

Gentlemen, we ask for your support in securing approval for this project.

Very truly yours,

Mike Oberhofer

Mike Oberhofer, Chairman
P. O. Box 23503
Portland, OR 97223

MO/mm

TIGARD - 72nd/217 DEVELOPMENT ASSOCIATION

MEMBERS: ALLSTATE INS. CO./ASSOCIATED COMPUTER SVC./BALL FORD/BURROUGHS CORP./COE MFG./FARMERS INS./
FIRST STATE BANK OF OREGON/GERBER LEGENDARY BLADES/HYSTER SALES CO./INVESTORS INSURANCE/
IRVINGTON-MOORE/LAMB-WESTON/UTILITY EQUIP./WESTERN FOUNDRY/LINCOLN PROPERTIES

August 22, 1974

~~transmit with resolution~~

Tigard City Council
Administration Bldg.
Tigard, OR 97223

Gentlemen:

On July 29, 1974 our association wrote to you requesting your support for completion of a full interchange at the intersection of Highway 217 and S.W. 72nd Avenue in Tigard. We supplied you with statistics as to number of businesses within a one mile radius of this intersection, the number of current employees, and the number of employees projected five years from now.

We polled the same businesses and have received a 58% response on the following questions:

	Reply from 34 Businesses Responding
1. Approximately how many visitors in automobiles come to your place of business daily?	2,004
2. Approximately how many trucks come to your place of business daily either for deliveries of pickup?	458

This association believes completion of the interchange is imperative in order to direct traffic into the main arterials and away from residential streets. Pedestrian traffic, especially young children going to Phil Lewis School, is hampered because of vehicle traffic on S.W. 72nd, particularly at the intersections of S.W. Hampton and S.W. Hunziker. The problem will grow as more businesses move into the area. We are concerned for the safety of the children. Any interchange design must take the pedestrian traffic into careful consideration.

We hope this newer data will assure your support for the 217/72nd improvement.

Very truly yours,

Mike Oberhofer

Mike Oberhofer, Chairman
P. O. Box 23503
Tigard, OR 97223

MO/mm

Business & Commercial Properties Polled:

Ace Electric
Air-King Mfg.
Allstate Ins.
Ball Ford
Bloodworth, Hawes,
 Peterson & Assoc.
Burroughs Corp.
Byers Photo
Circle A-W Prod.
Clarke Publishing
Coe Mfg.
Columbia Hardwood
Convoy Co.
Dickinson Co.
Farmers Ins. Group
First State Bank
Fought & Co.
General Foods Corp.
General Chain Bar Co.
Georgia-Pacific Corp.
Georgia-Pacific Trucking
Gerber Legendary Blades
Hiranport Co.
Hyster Sales
International Book Co.
Investors Insurance
Irvington-Moore
Lakeside Development
Lamb-Weston, Inc.
Ralph Leber Co.
Lile Moving & Stg.
Lincoln Properties
McBreen Trucking
National Management
Ted Nelson Co.
Nisson
Oregon Education Assoc.
Oregon Film Service
Oregon Food Service
Oregon Toro Distr.
Owens-Corning Fiberglass
Partex
Pre-Delivery Service
Puget Die Casting
Rogers Machinery
RTE Corp.
Sabre Construction
Sandvik Steel, Inc.
Schramm Plastic Products
Stadler-Sorg Fixture Co.
Stevenson Eng. & Mfg. Co.
Telphonax
Tigard Warehouse, Inc.
Timber Operator's Council
Tiny Tigers Day Care Center
Utility Equipment
Western Foundry Co.
Williams Air Control
Zell Chemical Co.
Zoss Mfg. Co.

1982 Nehalem River Br. Sec. 9469
Oregon Coast Hwy. at Nehalem.
(gr., pav., str., sign) #3

C&A 7590 10-14-81
C&A 7575 12-9-81

9469

December 29, 1987

COM 5
9469

F. E. Ward, President
F. E. Ward, Inc.
2710 NE 78th Street
Vancouver, WA 98665-0649

Nehalem River Bridge
Contract No. 9469

Your concern over the length of time associated with the processing of the final payment on construction contracts is one that I share.

The Highway Division has experienced problems in completing the final records review of construction contract documents. The problems were primarily in the area of quality records review; however, both the quality and quantity review processes were involved. The Division has been working to solve these problems and I understand the problems are now substantially resolved. While we may not be able to final every project within 30 days after acceptance (third notice), that is our goal we intend to meet.

You expressed another concern involving the interpretation of the interest provisions of ORS 270.575 relating to final contract payments. This issue seems to relate to the amount of interest to be paid on contract retainage released upon payment of the final estimate when the final payment is late and when an incorrectly calculated quantity deduction is made on the final estimate.

During the final review of concrete quantities placed on this project, the support records indicated that the top of the concrete seal was placed high and that the top of the concrete footing remained unchanged. This led to a reduction in the quantity of concrete that could be paid for in the footing, and led to a pay reduction of $2,254.51 on the final estimate. With your assistance, it was subsequently determined that the top of footing elevation was, in fact, changed to accommodate the higher than planned seal, and that the elevation differential was accommodated by shortening the concrete column.

A recomputation of concrete quantities indicated that the net pay reduction should have been $438.84 and therefore a post-final payment of $1,815.67, plus interest for four months, was issued. The issue raised in your December 30, 1986 letter concerns the starting date for interest due on the post-final payment of $1,815.67. Interest was paid in accord with the state statute. The statute could produce an inequity under the circumstances peculiar to this project. However, a benefit analysis indicates that the actual facts in this case are that an overpayment of $438.84 was made for a period of 3.25 years and an underpayment of $1,815.67 was made for a period of 1.03 years. The net difference in interest damages to the contractor in this particular instance is $14.03.

The project records indicate that the Construction Section contacted your office on January 6, 1987, to relate these findings to you. You were out and due to return on January 9. A message was left requesting a return call. There is no written record of your return call, but they believe that you did. In any event, the Construction Section considered the matter resolved after receiving no further contact or comment.

Your first item of concern is the primary issue since it led directly to your second concern. The Highway Division assures me that the matter of an excessively late final payment has been resolved. The second issue appears to have been properly handled by the Division. They would welcome the opportunity to discuss the matter with you if you desire.

Your statement about questioning honesty, morality, and integrity are unfortunate. It remains my desire and objective to create and maintain a high degree of mutual trust and cooperation between the Department of Transportation and its contractors.

Robert N. Bothman
Director

bc Gary Potter
Larry Rulien
C. O. Fredrickson
Bill Anhorn

OBJ:mk sl fn

F.E. WARD
CONSTRUCTORS

November 23, 1987

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: Robert Bothman,
Director

Gentlemen:

In reviewing our files, it is noted that there remains an unresolved matter relating to subject project, a contract which was awarded in 1982 and completed in 1984.

Due to an error made by a State survey crew, additional concrete was placed in a concrete tremie seal, for which payment was made to the contractor. Upon checking of final pay quantities, a final pay estimate was completed and dated July 30, 1986. This payment included a deduction of $2,254.51 which, upon checking with the Project Manager, was justified as being the amount of footing concrete that was not placed because it was offset by the additional seal concrete that was placed and for which payment had been made.

Through a series of letters, it was finally agreed that the amount of concrete that was, in fact, saved was that amount calculated by reducing the height of the pier shaft by the additional height of the tremie seal. This resulted in a corrected deduction of $438.84 rather than $2,254.51, or a difference of $1,815.67. That amount was paid in a subsequent pay estimate, however, the interest due was paid only for the period commencing thirty (30) days after the date our firm disputed the $2,254.51 deduction.

The purpose of this letter is twofold; first, to emphasize the problems associated with the withholding of retainage for literally years pending final quantity review; and second, to request your involvement in resolving what, to the undersigned, is a question of honesty, morality, and integrity. That question is:

> **Does an honest, legal interpretation of Oregon Revised State Statute 279.575 allow the Highway Division to avoid its obligation to pay interest on long overdue retainage accounts merely by making an unprofessional mistake in the computation of final pay quantities, thereby revising the trigger date for the payment of interest to thirty (30) days following the date the contractor protests that mistake.**

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STATE HWY ENGR
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REFER TO
Ja — Richmond
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
REFER TO
Rulien
NOV 25 1987
FOR
Info | Inves | R/D ☒ | Reply Direct | Sign | Act | File

11-25-87
pw

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

R Due 12-9-87

Your answer to the above question is requested. The undersigned will accept your determination as being final. As the monetary impact of your decision is rather small, you may correctly assume that the motivation of the undersigned is not monetary, but rather a frustration with dealing with the Highway Division at certain levels, and the desire to establish a precedent such that neither our firm nor others will have to fear the fabrication of dispute by the Highway Division as a means to avoid statutory interest obligations.

To assist you in your deliberation, please find enclosed all pertinent correspondence from our files. You are encouraged to obtain any further information you may need from your internal sources.

Thank you in advance for your involvement. You have established a reputation in the construction community as a champion of positive relations between contractors and the State, and I'm confident your decision will be based on sincerity and conviction.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

FEW/cjj

Enclosures

F.E. WARD
CONSTRUCTORS

December 30, 1986

Oregon Department of Transportation
Highway Division
1158 Chemeketa St., N.E.
Salem, Or 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: O. B. Jackmond, P. E.
Contract Administration Engineer

Gentlemen:

Receipt of your letter of December 26, 1986, regarding disputed payment for Bid Item 66, Seal Concrete, and for interest is acknowledged.

The record is clear. Estimate 30, which was for work performed through November 14, 1984, showed a total contract amount of $4,739,611.96. No further estimates were made until Estimate 31 which was dated June 27, 1986, but was also for work performed through November 14, 1984, and included an additional $7,551.68 in payments, principally due to adjustments in quantities and work performed under price agreement. It also reflects that retainage in the amount of $20,000.00 was being held by the Department of Transportation.

Fifteen (15) months later, Estimate No. 32 was processed, and it reflected a deduction of $2,254.51, which, with the exception of $438.84, was improper and unwarranted. Our firm is entitled to statutory interest on $20,000.00 less (or plus) whatever legitimate adjustments can be shown to be appropriate. Interest has been paid on all but $1,815.67, and we expect payment in full.

If the reasoning is valid, as expressed in Mr. Jackmond's letter of December 26, 1986 regarding the date from which interest would accrue as being thirty days after the date on which the claim for payment under dispute was presented, the undersigned is surprised that Mr. Jackmond did not discover that had a $20,000.00 error been made in processing Estimate No. 32 rather than $1,815.67, and then conceded that error within 30 days following the expression of objection by the Contractor, all interest liability theoretically could have been avoided. This was, obviously, not the intent of the Legislature.

This project has been completed for over two years. Both the time of the undersigned and that of Mr. Jackmond could be better utilized in dealing with current problems rather than playing senseless games and writing multipage letters. Send us the money which is our rightful due and this project may be put to rest.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

cc: Norm Kobin, Kobin & Kobin with attachment
Jack Sollis, Attorney General's Office

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

December 26, 1986

In Reply Refer to
File No.:
CON 5
9469

F. E. Ward, Inc.
2710 NE 78th St.
Vancouver, WA 98665

Re: Nehalem River Bridge
Contract No. 9469

Your letter dated December 8, 1986, states that payment should be made for additional Bid Item No. 66, Seal Concrete, and for an additional interest accrual period.

As concerns the seal concrete, 23.1 cubic yards were determined to be over-pour; 14.3 cubic yards within the perimeter of the footing dimensions, and 8.8 cubic yards outside the perimeter of the footing dimensions. Payment for the seal concrete, including the 23.1 cubic yards over-pour, was made as shown below.

Estimate Number	Month-Year	C.Y. Paid	Description
4	9-82	448.5	Bent 2
7	12-82	211.1	Bent 3
11	4-83	211.1	Bent 4
12	5-83	22.4	Bent 4 Over-pour
32	8-86	0.7	Bent 4 Over-pour

The 22.4 cubic yards shown as paid on Estimate No. 12 was the quantity calculated by the responsible field office. The 0.7 cubic yard shown as paid on Estimate No. 32 was the result of corrections to the original calculated quantity during the final review process.

No adjustment to the seal concrete item has occurred. The references to the 14.3 cubic yards within the footing plan dimensions in both my September 16, 1986, letter and my November 26, 1986, letter were included for descriptive purposes only, not to convey payment limits.

A review of the interest accrual applicable to this project has been performed. It has been determined that interest has been paid as required by Oregon Revised Statute 279.575, and by the Standard Specifications for Highway Construction, Oregon, 1984, Section 109.12.

The standard specification cited above states that interest will be paid beginning thirty days after the date of the "Third Notification". The date of the "Third Notification" for this project is July 2, 1985. The date, June 7, 1985, cited in your letter as the beginning date for interest accrual is therefore not correct. The beginning date of interest accrual per Standard Specification 109.12 is August 2, 1985.

Interest paid to date is as shown below:

1.	Final Estimate, No. 32 0.18/365 x $16,679.45 x 11 Days =	$ 90.48
2.	Final Estimate, No. 32 (Additional Interest) 0.18/365 x $16,679.45 x 363 Days =	$2,985.85
3.	Post-final Estimate, No. 33 0.18/12 x $2,254.51 - $438.84 x 4 Months =	$ 108.94
	TOTAL =	$3,185.27

Oregon Revised Statute 279.575 provides the authority for payment of interest on the $1,815.67 net credit paid to you by the Post-final Estimate, No. 33. The applicable portion of the statutes reads as follows:

> "The public contracting agency shall pay, upon settlement or judgement in favor of the contractor regarding any dispute as to the compensation due a contractor for work performed under the terms of a public contract, the amount due plus interest at the rate of one and one-half percent per month on such amount accruing from the later of:
>
> (a) The due date of any progress payment received under the contract for the period in which such work was performed; or
>
> (b) Thirty days after the date on which the claim for the payment under dispute was presented to the public contracting agency by the contractor in writing or in accordance with applicable provisions of the contract."

The $2,254.51 negative adjustment to Bid Item 63, Structural Concrete, Class 3300, was first disputed by your letter of August 18, 1986, therefore (b), above, is the later of the two statute options. Accordingly, no further interest payments are permitted.

It should be noted that payments to you for the various item quantities involved in the construction of the Bent 4 components were made in the first half of 1983. The negative adjustment to the footing concrete payment did not occur until August, 1986. You were deprived of the use of the involved funds from August, 1986, through the early part of December, 1986, only. You were compensated for that deprivation by the conveyance to you of the $108.94 interest payment included on the Post-final Estimate, No. 33. A summary of the Bent 4 item payments appears below:

April, 1983, Progress Estimate No. 11	
B.I. 66, Seal Conc.	$ 15,832.50
May, 1983, Progress Estimate No. 12	
B.I. 63, Struct. Conc., Cl. 3300	$ 33,265.75
B.I. 64, Struct. Conc., Cl. 4000	$ 10,476.00
B.I. 66, Seal Conc.	$ 1,678.50
B.I. 68, Coated Reinf.	$ 32,325.50
June, 1983, Progress Estimate No. 13	
B.I. 64, Struct. Conc., Cl. 4000	$ 19,959.00
August, 1986, Final Estimate No. 32	
B.I. 66, Seal Conc.	$ 52.50
TOTAL	$113,589.75

We appreciate your assistance in properly resolving this matter. Should you have further questions, please let me know.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:RG:mk

12231m

F.E.WARD
CONSTRUCTORS

December 8, 1986

Oregon Department of Transportation
Highway Division
1158 Chemeketa St., N. E.
Salem, OR 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: O. B. Jackmond, P. E.
Contract Administration Engineer

Gentlemen:

Receipt of your letter of November 26, 1986 is acknowledged. In reviewing that letter along with your letter of September 16, 1986, the following factors seem to be evident.

1. The adjustment in Bid Item 66, Seal Concrete, was 14.3 CY, when, in fact, 23.1 CY were placed. Payment should be made for the additional 8.8 CY which were required to be placed due to the State's error.
2. The credit for interest shown in item 4 on page 2 of your letter should be modified as follows: interest should accrue from June 7, 1985 to the date payment is made. (See our letter of June 7, 1985 attached.)

All other terms of your letter of November 26, 1986 are acceptable.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

attachment: Letter of June 7, 1985

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

November 26, 1986

RECEIVED
DEC 01 1986
F. E. WARD, INC.

In Reply Refer to
File No.:
CON 5
9469

F. E. Ward, Inc.
2710 NE 78th St.
Vancouver, WA 98665

Re: Nehalem River Bridge
Contract No. 9469

Reference your letter dated September 18, 1986, in which you cite your disagreement with the negative adjustment to Bid Item No. 63, Structural Concrete, Class 3300.

Additional project documentation has been reviewed and both H. N. Van Cleave, the Project Manager at the time Bent 4 was constructed, and K. Norton, the applicable Inspector, have been contacted regarding Bent 4 construction details.

It has been determined that the Bent 4 footing was constructed to plan depth, therefore the negative adjustment to the Bid Item No. 63, Structural Concrete, Class 3300, is not valid.

The correct adjustment is, as you state in your letter, to the Bent 4 column quantities. Top of seal cross-sections document 23.1 cubic yards of seal concrete that were placed above the top of seal plan elevation. The 14.3 cubic yards of seal concrete that were previously cited as the basis for the disputed footing concrete adjustment represents only that portion of the seal concrete placed above plan elevation that is within the footing plan dimensions. Also as stated in your letter, the seal contains 42.22 cubic yards per vertical foot. The additional seal height is 23.1/42.22 = 0.55', which in turn results in 0.55' less column height.

Two lump sum bid items must be adjusted to compensate for the 0.55' reduction in column height.

1. Bid Item No. 64, Structural Concrete, Class 4000

   - 0.55' x 1.86 Cu. Yd./Ft. = -1.02 Cu. Yd.
   - 1.02 Cu. Yd. x $317.4603 = - $323.81

2. Bid Item No. 68, Coated Reinforcement

   - 12 Ea. #5 Hoop @ 1.043 Lbs./Ft. x 23' = -24.0 Lbs.
   - 40 Ea. #14 Bars @ 7.650 Lbs./Ft. x 0.55' = -168.3 Lbs.
   - 24.0 + - 168.3 = -192.3 Lbs. x $0.5982 = -$115.03

A Post-final Estimate will be initiated to accomplish the following:

1. Credit you for $2,254.51 previously deducted from you on the Final Estimate under the Item No. 6005A.

2. Credit the State for $323.81, the pro-rated cost of the Class 4000 structural concrete not incorporated into the Bent 4 column.

3. Credit the State for $115.03, the pro-rated cost of the Coated Reinforcement not incorporated into the Bent 4 column.

4. Credit you for $108.94 interest due as a result of the incorrect adjustment made previously to Bid Item No. 63. Interest computed for four months at 1.5 percent per month.

I extend my regrets for any inconvenience this matter may have caused you. Hopefully, the matter has been fairly resolved.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:RG:mk

18209

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
CONTRACT ACCOUNTING - 378-6232

RECEIVED
SEP 11 1986
F. E. WARD, INC.

In Reply Refer to
File No.: CON

September 10, 1986

F.E. Ward
2710 N.E. 78th
Vancouver, WA 98665

Attn: Frank E. Ward
President

I have forwarded your letter regarding the final payment amount on Contract 9469 to Roger L. Gebauer of the Final Estimates Group in Construction for a reply.

Janice M Henry
Janice M. Henry
Contract Accounting

JH:rp

Form 734-3122

F.E. WARD
CONSTRUCTORS

gust 22, 1986

Serial Letter No. 50

Oregon Department of Transportation
Highway Division
P.O. Box 780
Tillamook, OR 97141

Subject: Nehalem River Bridge
Contract No. 9469

Gentlemen:

Reference is made to estimate #032 on subject project. Item 6005A makes a $2,254.51 deduction for a decrease in volume of the footing @ B3.

The seal @ B3 was poured 12" too high due to an error by ODOT surveyors. This error was recognized by your inspectors. At your direction, we shortened the footing height after assurances that we would not be penalized in the pay quantities for Oregon Department of Transportation's error.

Please reflect these facts by making an adjustmnet to the progress estimate on subject project at your earliest convenience.

Yours truly,

F.E. WARD, INC.

Ted Aadland
Vice-President

TA/nst

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

F.E. WARD
CONSTRUCTORS

August 18, 1986

Department of Transportation
Highway Division
435 Transportation Building
Salem, Oregon 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: Vernon E. Skoog, Controller

Gentlemen:

We are returning herewith as requested the original contractors certificate for subject project, fully executed.

We have delayed returning the certificate because we questioned the deduction of $2,254.51 identified as 6005A 11 concrete adjustment. Your Mr. Bill Piete was contacted questioning that deduction. However, he has failed to respond to our request for clarification.

It is requested that that deduction be fully explained with final acceptance of the finalized contract amount predicated on our acceptance of the explanation of that deduction.

Yours truly,

F.E. WARD, INC.

Frank E. Ward
President

FEW/nst

Enclosure: Final Contractors Certificate for Contract No. 9469

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
F.E. Ward, Inc. 2000 E Columbia Way Vancouver, WA 98661	7-30-86	$ 16,679.45

CONTRACT NO.	ESTIMATE NO.	APPROVED.
C09469	32 Final	
PERIOD COVERED:		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, F. E. Ward (Name) CERTIFY THAT I AM President (Capacity)

FOR F.E. Ward, Inc. (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 8/28/87	REPORT MADE BY Sam Love, Highway Engineer Trainee		PROJECT NO. BRF-2-5(8)
COMPLETION DATE (Actual) 11/14/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/28/86	TIME ELAPSED $\frac{830}{820}$ = 101 %	CONTRACT TIME 820 Calendar Days

LOCATION
From Nehalem SCL, N Street southerly on the Oregon Coast Highway across the Nehalem River and further south approximately 1/2 mile.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEHALEM RIVER BRIDGE
OREGON COAST HIGHWAY
Grading, Paving, Structure and Signing

This project provided for the construction of one prestressed box girder bridge 1,062 feet long, removal of the existing structure and the construction of approach roadways having two 12 foot traffic lanes with 8 foot shoulders.

The final cost of the original contract bid item was $4,698,805.64 or a 2 percent overrun of the contract bid amount of $4,611,145.00. The final cost of the project including changes and engineering was $5,426,445.64.

The contract provided 820 calendar days to complete the work. The contractor used 830 days. Liquidated damages in the amount of $4,500 have been assessed the contractor.

All signing, striping and participating work is complete.

A final inspection of the completed work was made December 6, 1984.

- SAL -

RECEIVED
STATE HWY ENGR
SEP 1 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cj
9/8

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Sam A. Love	SIGNATURE
TITLE Highway Engineer Trainee — DATE 8/28/87	TITLE District Engineer A — DATE 8/31/82

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

F. E. WARD
CONSTRUCTORS

Larry-
Post-final estimate dated 12/1/86 in amount of $1,924.61 should resolve the problem. There was a change in P.Ms near the end of the job & there was a misunderstanding or misinterpretation of notes which caused the problem. We were actually wrong & Contractor basically right. Estimate includes interest on money wrongfully not paid
WES

November 24, 1986

Oregon Department of Transportation
Highway Division
1158 Chemeketa St., N. E.
Salem, Or 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: O. B. Jackmond, P.E.
Contract Administration Engineer

Gentlemen:

Another month has passed, and our letter of September 18, 1986 remains unanswered.

In reviewing the record, subject project was completed and time charges stopped on November 14, 1984. The Third Notification is dated July 2, 1985, but on September 16, 1986, by your Mr. Jackmond's letter of that date, our firm is notified that an error made by the Highway Division will result in a penalty being assessed against our firm in the amount of $2,254.54. Our response to that letter clearly and concisely demonstrates the fallacy in the Highway Division's calculation, yet Mr. Jackmond refuses even to acknowledge receipt of our September 18, 1986 correspondence and our follow up letter dated October 22, 1986.

The Nehalem River Bridge was given an award by OCAPA, was completed well within the time limitations imposed, and had virtually no claims or disputes other than routine change orders initiated by the Highway Division. Our bid for its construction was $500,000.00 less than the second low bidder. We do not deserve this treatment.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

cc: Larry Rulien, State Highway Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 25 '86
REFER TO
Pat
FOR
Info | Inves | R/D | D.R | Sign | Act | File

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

F.E. WARD
CONSTRUCTORS

October 22, 1986

Oregon Department of Transportation
Highway Division
1158 Chemeketa St., N. E.
Salem, OR 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attention: O. B. Jackman, P.E.
Contract Administration Engineer

Gentlemen:

Reference is made to our letter of September 21, 1986 regarding the adjustment to Bid Item 63, Structural Concrete, Class 3300 on subject project.

To date, no response has been made to that correspondence. As subject project has been completed for several years, it is requested that your office assign a high priority in finalizing this contract.

Your prompt attention to this request will be most appreciated.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

FEW/nst

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

F.E. WARD
CONSTRUCTORS

September 18, 1986

Oregon Department of Transportation
Highway Division
1158 Chemeketa St., N.E.
Salem, OR 97310

Subject: Nehalem River Bridge
Contract No. 9469

Attn: O.B. Jackman, P.E.
Contract Administration Engineer

Gentlemen:

Reference is made to your Mr. Jackman's letter of September 16, 1986 regarding the adjustment to bid item 63, structural concrete, class 3300. Our firm takes exception to the manner in which the adjustment to the contract has been calculated.

As stated in the inter office memo from William H. Piete, Project Manager, dated July 26, 1984, an engineering error on the part of the State of Oregon resulted in pouring the concrete seal at bent No. 4 above plan grade. The concrete seal at bent 4 was detailed on the contract drawings as being 30´ X 38´ which would result in 42.22 cubic yards per vertical foot of seal. The 14.3 cubic yards additional concrete placed at bent 4 would result in raising the elevation of top of seal by 1/3 foot. The adjustment that was made to compensate for that error in elevation was the reduction in the heighth of the pier shaft at bent 4 by a corresponding 1/3 foot. As that pier shaft was 8 feet in diameter, this would result in reducing the final quantity for bid item 63 by .6 cubic yards.

Should the State of Oregon desire to initiate a Change Order to reduce the lump sum amount for bid item 63, structural concrete, class 3300, by .6 cubic yards at 157.6577 dollars per cubic yard or $94.59, that Change Order will be executed by our firm. Otherwise, we must insist that full payment be received for bid item 63 as it is inconceivable to the undersigned that we must be penalized for errors made by the Highway Division.

Yours truly,

F.E. WARD, INC.

Frank E. Ward
President

FEW/nst

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

file 18209

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
SEP 17 1986
F. E. WARD, INC.

In Reply Refer to
File No.:

September 16, 1986

F. E. Ward, Inc.
2710 NE 78th St.
Vancouver, WA 98665

CON 5
9469

Re: Nehalem River Bridge
Contract No. 9469

Reference your letter dated August 18, 1986, the adjustment to Bid Item Number 63, Structural Concrete, Class 3300, identified on the voucher as Item Number 6005A, is explained by the attached memo.

The adjustment, as indicated by the memo, was initiated by this office during the final quantity review process.

The deduction is partially offset by payment for the 14.3 cubic yards of Bid Item Number 66, Seal Concrete, material that displaced the Class 3300 Concrete. See below.

B.I. 63 Adjustment; (14.3) Cu.Yds. @ $157.6577 = ($2,254.51)
B.I. 66 Payment; 14.3 Cu.Yds. @ $75.00 = $1,072.50

Net Adjustment = ($1,182.01)

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:RG:mk

Attach.

STATE OF OREGON

INTEROFFICE MEMO

DATE: 7-26-85

TO: File

FROM: William H Piete
William H. Piete
Project Manager

SUBJECT: Nehalem River Bridge
Oregon Coast Highway
Tillamook County
Contract 9469

Seal Concrete, Bent 4

Due to an engineering error, the seal pour at bent 4 was poured above plan grade at bottom of footing and the excess seal concrete was not removed prior to placing the footing. The seal concrete above bottom footing grade totalled 14.3 cu. yds. Final Estimates has recommended that we adjust B.I. 63, Class 3300 Concrete, by a 14.3 cu. yd. deduction because it is inappropriate to pay for both classes of concrete in the same location. The price per cu. yd. for Class 3300 Structural Concrete is $157.66 ($175,000.00 / 1,110 cu. yds.) for a total adjustment of -$2,254.54. This adjustment should be entered on the final estimate for this project.

/rso

cc: File

5-1
NS- ~~2-1~~

9469

August 5, 1986

CON 5 - #9469

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 9469 awarded to F. E. Ward, Inc. for work on the Nehalem River Bridge Section of the Oregon Coast Highway in Tillamook County was completed on July 2, 1985, and accepted by the State Highway Division on July 28, 1986.

Final payment in the amount of $16,679.45 will be released to the contractor after August 11, 1986. The total contract amount is $4,743,843.09 including $4,333.84 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

George Bell
Assistant Director

cc: F. E. Ward, Inc.
2710 N.E. 78th Street
Vancouver, WA 98665

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy.
Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Larry Rulien
State Highway Engineer

DATE: August 4, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Nehalem River Bridge Sec.
BRF-2-5(8)
Tillamook County
Item No. 00094

In the period between June 1981 and March 1982 some $20,249.87 in legitimate project costs were incurred by the Port of Nehalem. As the federal approval date for the project is December 8, 1981, some portion of those charges are ineligible for federal reimbursement. A computation of the nonparticipating portion has been performed by Mr. Rich Evans, Highway Accounting, and gives $14,399.22. This figure is somewhat arbitrary as the billings are not broken down by date.

As the Port was led to believe that the charges were eligible and has already been reimbursed and as there is no good way to determine the participating portion, I request your approval to charge the $14,399.22 against the Highway Engineers Discretionary fund and claim reimbursement from FHWA for the $5,850.65.

Approved ______________________
State Highway Engineer

Date 8/8/86

LGB:bkb
cc: Gerald Wimer
Richard Evans

orig acctg.
cy Potter
files
8-8-86

1-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: 9-26-85

CON 2

SUBJECT: Material Quality Review

In response to Jerry Wimer's memo dated 8-29-85, the following is a status report of projects completed prior to 5-1-85.

Contract No.	Project Name	Second Notification	Status
9469	Nehalem River Br.	11-14-84	PCC low strengths being reviewed by PM for price adjustment.
9568	Chemawa Intrchg.	10-2-84	Test Result Summary and material price adjustment being reviewed by PM.
9619	Chemawa Int.- Pine Street	1-16-85	Test Result Summary being reviewed by PM.
9651	Linn Co. Line - Suttle Lake	11-2-84	Final Payment has been made.
9843	Cronin Creek -	11-14-84	Records submitted to (Foss Rd.) Br. Construction.
9852	Willamette River (Independence) Br.	2-15-85	Contractor claim pending; being reviewed by PM.

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

KEH:RET:lg
cc: W.E. Schwartz
Bill Piete - Expedite your review and submit ASAP.
Ken Stoneman - Expedite your review and submit ASAP.
0926L3

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nehalem River Bridge

WEEK ENDING: June 15, 1985

SECTION PREFIX: 29-1010

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB: Nehalem River Bridge

KIND OF WORK: Grade, Pave, Sign, Structure

CONTRACTOR: F. E. Ward

CONTRACT NUMBER: 9469

FEDERAL AID PROJECT NUMBER: BRF-2-5(8)

DATE OF CONTRACT: May 12, 1982

DATE WORK STARTED: May 26, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 911

WORK DAYS USED

CALENDAR DAYS USED 900

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 5,246,488.13

EXCLUSIVE OF ENGINEERING: $ 4,873,404.53

ENGINEERING AUTHORIZATION: $373,083.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EST COST OF COMPLETE PROJ EXCLUSIVE OF ENGINEERING: $ 4,774,300.00

ENGINEERING COST TO DATE: $635,123.62

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXUN
UNDERRUN 2 %

PERCENT OF AUTHORIZATION 170 %

DATE PROJECT WAS COMPLETED: November 14, 1984

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	OIL AND/OR PAVE				
100	100	100	100				

	GRADING	SURFACING	PAVING			
MILES IN PROJECT	0.57	0.57	0.57			
MILES PARTIALLY COMPLETED	0.57	0.57	0.57			
MILES COMPLETED	0.57	0.57	0.44			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,500CY	16,600T	6,400T			
TOTAL QUANTITIES CORRECTED TO DATE	43,557CY	21,438T	6,304T			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,557CY	21,438T	6,304T			
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	574F							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				
WEDNESDAY 12				
THURSDAY 13				
FRIDAY 14				
SATURDAY 15				

CL E CAL RECEIVED LS TC
COL OM SA CC
OE FE CP
CA POC
CAM CONSTRUCTION OCS
GEO. SECTION FILE

Nehalem River Bridge 9449 BRF-2-5(8) June 15, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Activity
MONDAY 10	No Activity
TUESDAY 11	No Activity
WEDNESDAY 12	Semi Final Submitted
THURSDAY 13	No Activity
FRIDAY 14	No Activity
SATURDAY 15	No Activity

REMARKS

SUMMARY: Semi Final Submitted -- LAST REPORT

SIGNED William H Piete LOCATION Salem

William H. Piete

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-182	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER		County Tillamook
MODIFICATION NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,761,680.00	$ 5,771,680.00
Federal funds	$ 4,609,343.00	$ 4,617,343.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 24, 1985

Federal-Aid Project No. BRF-2-5(8)

Nehalem River Bridge
Oregon Coast Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Grading, (Sta. 51+40 to Sta. 92+00)

Total as on Estimate of March 25, 1985	$ 1,271,169.00

Type Code X081
Structure, Bridge #574F (Sta. 59+34 to Sta. 69+96)

Subtotal as on estimate of November 29, 1984		$ 3,713,630.08
	Subtotal	$ 3,713,630.08
	Engineering	424,870.92
	Total	$ 4,138,501.00

Length of Project	0.568 mi.
Length of Structure	0.201 mi.
TOTAL	0.769 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Stockpile Material- Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,271,169.00	1,016,935.00	254,234.00
Structure	4,138,501.00	3,310,800.00	827,701.00
Total	$5,771,680.00	$ 4,617,343.00	$1,154,337.00

Group 1	100%
Contract No.	9469
Prefix:	29-1965
Prefix:	29-1010
Prefix:	20-1009 (Stockpile Material)

Appn Code 118
RHZ:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County TILLAMOOK
MODIFICATION NUMBER 6		Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,747,680.00	$ 5,761,680.00
Federal funds	$ 4,598,143.00	$ 4,609,343.00
Other revisions		

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 30, 1985

FEDERAL AID PROJECT NO. BRF-2-5(8)

NEHALEM RIVER BRIDGE
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0010
GRADING, (Sta. 51+40 to Sta. 92+00)

TOTAL as on Estimate of March 25, 1985 $1,271,169.00

TYPE CODE X081
STRUCTURE, BRIDGE #574F (Sta. 59+34 to Sta. 69+96)

SUBTOTAL as on Estimate of November 29, 1984 $3,713,630.08

SUBTOTAL	$3,713,630.08
Engineering	414,870.92
TOTAL	$4,128,501.00

Length of Project -------------------	0.568 mi.
Length of Structure ------------------	0.201 mi.
TOTAL	0.769 mi.

Cost of Roadway Per Mile ------------ $2,220,642.61

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Stockpile Material- Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,271,169.00	1,016,935.00	254,234.00
Structure	4,128,501.00	3,302,800.00	825,701.00
	$5,761,680.00	$4,609,343.00	$1,152,337.00

Group 1: 100%
Contract No. 9469
Prefix: 29-1965
Prefix: 29-1010
Prefix: 20-1009 (Stockpile Material)

Appn Code: 118

DDB:pf

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-27	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County TILLAMOOK
MODIFICATION NUMBER 5		Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,722,015.00	$ 5,747,680.00
Federal funds	$ 4,577,611.00	$ 4,598,143.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

B~~y~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
APR 05 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 25, 1985

FEDERAL AID PROJECT NO. BRF-2-5(8)

NEHALEM RIVER BRIDGE
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0010
GRADING (Sta. 51+40 to Sta. 92+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 6.25	2,400	$15,000.00	2,637	$ 16,481.25
Ditch Excavation	5.00	200	1,000.00	424.2	2,121.00
Roadside Seeding & Straw Mulch with Mulch Binder	1,200.00	10	12,000.00	14.5	17,400.00
12-Inch Slotted Drain Pipe (PA #8)	75.70	--	--	20	1,514.00
SUBTOTALS			$ 28,000.00		$ 37,516.25

Increase	$ 9,516.25
SUBTOTAL from Estimate of January 22, 1985	1,102,701.85
SUBTOTAL	$1,112,218.10
Engineering	158,950.90
TOTAL	$1,271,169.00

TYPE CODE X081
STRUCTURE, BRIDGE #574F (Sta. 59+34 to Sta. 69+96)

Total as on Estimate of November 29, 1984	$4,114,501.00

Length of Project ---------------------- 0.568 mi.
Length of Structure -------------------- 0.201 mi.

TOTAL 0.769 mi.

Cost of Roadway Per Mile --------------- $2,220,642.61

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Stockpile Material- Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,271,169.00	1,016,935.00	254,234.00
Structure	4,114,501.00	3,291,600.00	822,901.00
TOTAL	$5,747,680.00	$4,598,143.00	$1,149,537.00

Group 1: 100%
Contract No. 9469
Prefix: 29-1965
Prefix: 29-1010
Prefix: 20-1009 (Stockpile Material)

Appn Code 118

WH:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-325	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	[illegible]	County Tillamook
MODIFICATION NUMBER 4		Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,702,010	$ 5,722,015
Federal funds	$ 4,561,607	$ 4,577,611
Other revisions		

This modification is made for the following reasons: to include increase in construction cost and to include approved OFW #7-contractor's claim.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~XX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1985

FEDERAL AID PROJECT NO. BRF-2-5(8)

NEHALEM RIVER BRIDGE
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0010
GRADING (STA. 51+40 to STA. 92+00)

Stockpile Material - Same as on estimate of May 10, 1982	$ 362,010.00
Additional Item - Contractor's Claim - OFW #7	10,000.00
Total	$ 372,010.00

TYPE CODE 6201
ROADWAY (STA. 51+40 to STA. 59+34)(STA. 69+96 to STA. 92+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Loose Riprap, Class 700	$ 17.60	2,190	$ 38,325.00	2,746	$ 48,329.60	
		Subtotals	$ 38,325.00		$ 48,329.60	
					Increase	$ 10,004.60
		Subtotal of Previous Estimate November 29, 1984				1,092.696.88
					Subtotal	$1,102,701.48
					Engineering	132,802.52
					Total	$1,235,504.00

TYPE CODE Y081
STRUCTURE, BRIDGE #574F (STA. 59+34 to STA. 69+96)

Total as on estimate of November 29, 1982	$4,114,501.00
Length of Project	0.568 mi.
Length of Structure	0.201
	0.769 mi.
Cost of Roadway Per Mile	$2,175,183.10

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Grading (Stockpile)	$ 372,010.00	$ 297,608.00	$ 74,402.00
Roadway	1,235,504.00	988,403.00	247,101.00
Structure	4,114,501.00	3,291,600.00	822,901.00
Total	$5,722,015.00	$4,577,611.00	$1,144,404.00

Group 1: 100%
Contract No. 9469
Prefix: 29-1965 Prefix: 29-1010 Prefix: 29-1009 (Stockpile Material)
WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-81

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-5-4

Form Approved; O M B No. 04-R2089

State Oregon

County Tillamook

Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,647,234	$ 5,702,010
Federal funds	$ 4,517,786	$ 4,561,607
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 29, 1984

FEDERAL AID PROJECT NO. BRF-2-5(8)

Nehalem River Bridge
Oregon Coast Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0010
Grading (Sta. 51+40 to Sta. 92+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Coarse Aggregate Base	$ 8.00	16,600	$132,800.00	21,334	$170,672.00
Roadside Seeding and Straw Mulch with Mulch Binder	1,200.00	3	3,600.00	10	12,000.00
SUBTOTAL			$136,400.00		$182,672.00

Increase $ 46,272.00
Subtotal from Reivsed Estimate of July 26, 1984 1,046,424.88
Subtotal $1,092,696.88
Engineering 132,802.12
Total $1,225,499.00

Type Code Y081
Structure, Bridge #574F (Sta. 59+34 to Sta. 69+96)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish HP 12x53 Steel Piling	$ 16.00	7,320	$117,120.00	8,022.9	$128,366.40
Furnish Cast-In-Place Piling	10.00	4,790	47,900.00	5,651.4	56,514.00
Drive Steel Pile Shells	2.50	4,790	11,975.00	5,651.4	14,128.50
Drive Steel Piles	12.00	7,320	87,840.00	8,022.9	96,274.80
Non-Metallic Coated Ties	2,147.08	--	--	100%	2,147.08
Concrete Admixture, Class 5000 (PA #5)	1.89	--	--	3,240.5	6,124.55
Add Shoring, Cribbing, Etc. (PA #6)	11,937.76	--	--	100%	11,937.76
Coated Reinforcement (PA #7)	.605	--	--	1,981.5	1,198.81

Construct Triangulation Stations (SFO #2)	--	--	--	--	11,976.78
SUBTOTALS			$264,835.00		$328,668.68

Increase	$ 63,833.68
Subtotal from Reivsed Estimate of July 26, 1984	3,649,796.40
Subtotal	$3,713,630.08
Engineering	400,870.92
Total	$4,114,501.00

Length of Project -----------------	0.568 mi.
Length of Structure ---------------	0.201 mi.
TOTAL	0.769 mi.

Cost of Roadway Per Mile ---------- $2,157,568.66

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Stockpile Material—Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,225,499.00	980,399.00	245,100.00
Structure	4,114,501.00	3,291,600.00	822,901.00
TOTAL	$5,702,010.00	$4,561,607.00	$1,140,403.00

Group 1: 100%
Contract No. 9469
Prefix: 29-1965
Prefix: 29-1010
Prefix: 29-1009 (Stockpile Material)

WH:me

5-21-82

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-276	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Tillamook
MODIFICATION NUMBER 2		Project Number BRF-2-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 20, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,607,146	$ 5,647,234
Federal funds	$ 4,485,715	$ 4,517,786
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~XX~~X For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Unable to locate original agreement and Mod. #1.

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 26, 1984

FEDERAL AID PROJECT NO. BRF-2-5(8)

NEHALEM RIVER BRIDGE
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0010
GRADING (STA. 51+40 to STA. 92+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temporary Guard Rail, Type 3, Reflectorized	$ 25.00	150	$ 3,750.00	300	$ 7,500.00	
Surcharge Removal	1.25	15,000	18,750.00	17,069.3	21,336.63	
Loose Riprap, Class 700	17.50	2,190	38,325.00	4,463.9	78,118.25	
		Subtotals	$ 60,825.00		$ 106,954.88	
					Increase	$ 46,129.88
		Subtotal from Revised Project Agreement of May 10, 1982				1,000,295.00
					Subtotal	$1,046,424.88
					Engineering	132,802.12
					Total	$1,179,227.00

TYPE CODE Y081
STRUCTURE, BRIDGE #574F (STA. 59+34 to STA. 69+96)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Furnish HP 12X53 Steel Piling	$ 16.00	7,320	$ 117,120.00	8,022.9	$ 128,366.40	
		Subtotals	$ 117,120.00		$ 128,366.40	
					Increase	$ 11,246.40
		Subtotal from Revised Project Agreement of May 10, 1982				3,638,550.00
					Subtotal	$3,649,796.40
					Engineering	456,200.60
					Total	$4,105,997.00

Length of Project	0.568 mi.
Length of Structure	0.201
Total	0.769
Cost of Roadway Per Mile	$2,076,103.87

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Stockpile Material Embankment in Place	$ 362,010.00	$ 289,608.00	$ 72,402.00
Roadway	1,179,227.00	943,381.00	235,846.00
Structure	4,105,997.00	3,284,797.00	821,200.00
Total	$5,647,234.00	$4,517,786.00	$1,129,448.00

Group 1	100%
Contract No.	9469
Prefix:	29-1965
Prefix:	29-1010

WH:bkb

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-5(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00094

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-11-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

NEHALEM RIVER BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Fredrickson's letter of December 26, 1984, this will confirm the date of December 11, 1984 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Highway Program Manual at a TEC of $10,000; Federal Funds $8,000 (SFO #7). Reimbursement will be in accordance with the Federal-aid Highway Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info ☐ Invest ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

[illegible]
1/15

14. DATE 1/10/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7447

STATE OF OREGON

INTEROFFICE MEMO

TO: J. E. Backstrand
Assistant Bridge Engineer

DATE: November 21, 1984

CON 5
9469

A. Philip Rabb

FROM: A. Phil Rabb, P.E.
Structural Design Engineer IV

SUBJECT: Nehalem River Bridge Plans
Suggestions from Metting of November 13

Versteeg
Anderson
Adams
Hasnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 23 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Meeting in Bridge Section on November 19 included:

Ted Blachly, Phil Rabb, Gordon Ballard, Bill Piete, Hal Hicks - ODOT
Mike Lattimer - F E. Ward, Contractors

Bill Piete and Mike Lattimer discussed several areas that plans may be improved. These are listed below, with suggested changes:

Standard References

When standard drawings are used--bearings, expansion joints, and rails, for instance--the non-standard aspects need to be clearly noted on the structure plans. Skew, superelevation, and similar details are critical for items furnished by suppliers.

Call-outs for inserts and similar items must match supplier's catalogs. Galvanizing a normally ungalvanized insert creates real problems with thread clearances.

Existing Conditions

The existing rock line should have been better defined in the contract plans. Also, the limits for removal of existing structures (and riprap, in this case) need to be shown clearly.

Expansion Joints

The supplier should indicate forming requirements for joint installation. The detail for bending joints up into a skewed curb does not work.

Post-Tensioning

Skewed blockouts for prestressing anchors in the end beam are extremely expensive to form. Squaring off the sides would help. Even better would be to use external blocks.

The stems needed to be wider with the duct sizes used, especially where the duct are high in the beam stems.

The couplers used for staged construction worked well only because the P/T foreman had prior experience. A positive method of maintaining wedges in position must be provided by the supplier.

Riprap

The riprap should have been placed around the cofferdam to reduce scour during construction (under shoring and cribbing item).

Epoxy Reinforcing

Brown and red pigments make inspection less effective. Green pigment would be much better. It would show up rust better.

Drains

Splash pads need to be detailed for fill slopes where drainage is discharged directly onto the slope.

Contrete

Contractor mix design would reduce concrete strength problems. More importantly, there would be a contractual remedy when problems do arise.

The contractor would prefer curing compound for the deck pours.

Bearings

Finish painting requirements need to be clearly specified on both the plans and shop details.

Access

Details for permissible access holes should be shown in the plans.

Permits

Addendums to construction permits were not transmitted to either the Project Manager or the Contractor, creating many problems.

It would be better for the contractor if ODOT would get construction permits or guidelines before advertising.

Grading

Guard rail flares need to be called out more clearly on the grading plans. This is especially important when the grading contractor is not responsible for the bridge construction.

In spite of these comments, both the contractor and Project Manager feel that the job went well and that the bridge came out very well.

APR:jrb

cc: Bill Piete, Project Manager
F. E. Ward
Ted Blachly

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

DATE: October 17, 1984

TO: Duane Christensen
Region 2 Engineer

FROM: Cam Gilmour, Manager
Environmental Section Cam

SUBJECT: Wetland Mitigation for Nehalem River Bridge

The original plans showed that 8.3 acres of wetlands would be filled, almost all of this consisting of low-value meadows. The following mitigation, as proposed in the wetlands finding, formed part of the basis for FHWA approval.

		Acres
A.	Plant shrubs, tall grass, and rushes on lower fill slopes.	1.5
B.	Construct ditch 1400' x 4'.	0.4
C.	Remove bridge supports and dolphins.	0.01
D.	Enhance meadow wetlands to be high quality wetlands, in form of marsh, meadow, or salt marsh; between existing highway and new fill, Stations 71 to 79 and 80 to 82.	1.6

The development of these mitigation measures is summarized below:

	On Plans	Acres	Constructed (9-26-84)	Acres
A.	No reference to planting for wetland restoration.	0	No planting observed	0
B.	Ditch 1400' x 4'.	0.4	Ditch 1400' x 4'	0.4
C.	Remove bridge supports and dolphins.	0.01	Supports being removed	0.01
D.	Random fill and settlement area, Stns. 70+50 to 82+50. Elevation to be 4' to 7' above existing wetland surface.	2.72	Random fill area is unusable for high quality wetland; too high above water table.	0

Because the wetland area intended for enhancement was filled in instead, the total wetland area affected has increased to 9.9 acres; additional mitigation for this increased acrage is not proposed. The above figures show that most of the required mitigation has not been carried out. Please investigate the status of wetland mitigation and let me know when the remaining mitigation will be completed.

CMG:BB:dm

cc: E. S. Hunter

9469

September 25, 1984

F. E. Ward, Inc.
2000 E Columbia Way
Vancouver, WA 98661

CON 5

Time Extension Request
Nehalem River Bridge
Contract No. 9469
FAP No. BRF-2-5(8)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 107 calendar days of contract time for additional work performed at pier no. 2, due to a storm damage delay during the winter of 1982, and due to wet weather for paving in the spring of 1984.

A review of project data inidcates that a contract time adjustment of an additional 91 calendar days is warranted for the three requested reasons, and that amount of time is hereby granted.

The adjusted contract time of completion for this contract is 911 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
D. O. Christensen w/att.
Bill Piete w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: September 13, 1984

FROM: T. W. Litchfield
REGION CONSTRUCTION ENGINEER

SUBJECT: Request for Time Extension
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Contract #9469

CE____ CAE____ RECEIVED LS____ TC____
COE____ OM____ SA____ CC____
CA________ SEP 17 1984 FE________
CAM________ MA________
CP________ CONSTRUCTION QCS________
EEO________ SECTION FILE________

You will find attached a copy of Project Manager Bill Piete's letter dated August 28, 1984, along with supporting information provided by the contractor, F. E. Ward, Inc., requesting a Time Extension for the above captioned project.

The contractor requests a total of 107 calendar days for three separate conditions which developed during the course of the construction project. Mr. Piete has analyzed the contractor's request and recommends a Time Extension of 84 days.

I have reviewed the information presented and have the following comments:

1. The change in footing elevation of Pier #2 was ordered by the Highway Division and extra payment was made by the Highway Division. This work was clearly outside the scope of the original contract, and I concur with Mr. Piete's recommendation in granting the full 17 days requested.

2. After a review of the evidence presented and my own personal diary, I feel the storm damage does fall within the definition of an Act of God. Simultaneous with the contractor's problems at the Nehalem River Bridge site, we experienced slide-outs on the Necanicum Highway (pictured in the Fishrapper attached hereto dated December 9, 1982) and a washout on the Otter Crest Loop in Lincoln County. Therefore, I concur with Mr. Piete's recommendation to grant the full 42 days requested.

9-19-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 91 C.D. time extension. The rain delay in the Spring of 1984 is justified due to the failure of the contract specified subgrade membrane fabric to function as anticipated. Apparently we specified the wrong frabric for this subgrade material. It entrapped water and didn't allow subgrade drying. This, together with the heavy spring rainfall caused the dalay. In other words, a design error. D. B. Jackmond

Contains Recycled Materials

3. A review of the evidence presented by the contractor shows that there was, in fact, an abnormal amount of rain in April, May, and June of 1984. In reviewing the information presented, the rainfall occurring through March and April would have precluded any work by May 1, in any event. In reviewing the rainfall record from 1970 through 1984, it is doubtful that one could expect to have suitable weather on May 1 in any year. Therefore, I would say that 14 days should be deducted from the contractor's request, since it would take at least two weeks to dry out sufficiently to perform the work required. The 11.28 inches of rain that fell in May is the highest rainfall in the 16 year record presented; and therefore, should be classed as "extraordinary and not reasonably forcastable by the contractor." It seems that the fabric placed at the State's direction which was nearly impermeable and retarded the drying of subgrade, should justify at least a week of additional time. Therefore, I recommend seven in addition to the 25 days Mr. Piete suggests for a total of 32 days for unseasonably wet weather.

Therefore, I recommend 7 more days than recommended by Mr. Piete or a Time Extension of 91 calendar days.

TWL/cal

cc: Bill Piete

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION SALEM, OREGON 97310 378-6546

INFORMATION: JIM BOTTOM

NEHALEM BRIDGE
DEDICATION SET

84-48-S
July 9, 1984

copies 7

NEHALEM--City, county and state officials will join hundreds of others Sunday, July 15, to dedicate the soon-to-be-opened Nehalem River Bridge, connecting the Coast Highway across the Nehalem River just south of here.

The dedication comes 60 years after a similar dedication was held nearby for the old Nehalem River structure scheduled to be torn down soon. Several people planning to attend Sunday's event were present at the 1924 dedication of the now deteriorating narrow bridge.

Events are scheduled to begin at 1 p.m. and include a parade, ribbon-cutting ceremony, releasing of helium-filled balloons and a welcoming address. In addition to marching bands, floats, antique vehicles and color guards, decorated boats and a U.S. Coast Guard vessel will join the parade from the river below.

The celebration coincides with the annual Nehalem Arts Festival.

The dedication is being coordinated by the Tillamook County Chamber of Commerce with the help of the cities of Nehalem, Manzanita, Wheeler, Rockaway and Garibaldi. Expected to participate are county commissioners, mayors, representatives from chambers of commerce and the Oregon Department of Transportation, and other officials.

-over-

The new, four-lane bridge was constructed by a Vancouver, Wash. firm at a cost of more than $5 million.

###

INFORMATION: Wanda Schoolcraft
Tillamook County Chamber of Commerce
842-7525

9469

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 21, 1984
Tillamook, Oregon 97141

FILE:

William H Piete

FROM: William H. Piete, Proj. Mgr.
P.O. BOX 780
Tillamook, Oregon 97141

SUBJECT: Nehalem River Brigeg
Cont. # 9469
Dedication of Bridge

TO: Jim Bottom
PUBLIC AFFAIRS

Attached are a letter and the minutes for two of the meetings held by the Tillamook County Chamber of Commerce regarding the Nehalem River Bridge dedication. As noted in the letter the dedication will be held July 15th 1984 at 1:00P.M.

Although the Chamber of Commerce is taking care of the invitations and pubicity requirements, any help you can offer in encouraging the media and the various officials, including yourseld and George Bell, to attend will be greatly appreciated.

kjh

cc: File

TILLAMOOK COUNTY CHAMBER of COMMERCE
Next to World famous Tillamook County Creamery Assn.
3705 HIGHWAY 101 N. -:- TILLAMOOK, OREGON 97141
PHONE 842-7525

June 5, 1984

Bill Piete, Proj. Mgr.
Oregon Highway Division
1802 Front Street
Tillamook, OR 97141

Dear Bill,

The dedication of the new Nehalem Bridge, which will occur on Sunday, July 15 at 1:00 PM, is a result of efforts from city and county governments, civic organizations and the Chamber of Commerce.

The current plan is to have a parade, half of which will start at each end of the bridge and meet in the middle for the ribbon cutting ceremony. Included in the parade will be antique cars carrying dignitaries, two color guards and vehicles representing the various communities in the County.

Parking coordination will be provided by the V.F.W.

Decorated boats will be in the water as will the Coast Guard's 20 foot river boat.

Prior to the parade and dedication, there will be a no-host brunch at 11:00 AM for officials, committee members and other VIP's at the Wheeler Inn, Wheeler.

The ceremony will include invocation by a minister, a welcoming address by a County Commissioner, a brief history of the bridge, the ribbon cutting and a release of helium filled balloons.

The City of Nehalem will be sponsoring the Nehalem Arts Festival during the weekend of July 14 and 15. Participants in the parade will be encouraged to later attend the Festival.

I look forward to seeing you there.

Sincerely,

Wanda Schoolcraft

Wanda Schoolcraft
Executive Director

Received 6-7-84
W. H. Piete, Proj. Mgr.
P ☒ R ☐
PM APM OM CS

WS/khh

Bridge Opening Meeting May 29, 1984 7:30 pm Manzanita City Hall

Meeting opened.

People present: Pat Rinehart, Howard Wilson, Robert and Nadine Moore
Manzanita
Frank Andrus, Merlin Brown and Carl Peters
Nehalem
Steve Stanger
Rockaway
Wanda Schoolcraft, Kathyrn Hull
Tillamook County Chamber of Commerce

Minutes of May 14 approved as read.

Calling Committee - Pat Rinehart will make calls to people to remind them about next meeting.

BUTTONS:

Design - Nadine Moore submitted picture from newspaper that was copied, stenciled and reduced to button size.

It was noted that the negative for this would be available at the Tillamook Headlight Herald office on Thursday or Friday.

Moved that we get the picture made from the one chosen by Nadine Moore. *MOTION APPROVED.*

Blowup of picture will be used for front of podium. (Check with Irving Carr for use of podium and loudspeaker.)

200 Buttons are to ordered. Cost of buttons will be $170.00. The buttons in turn will be sold for $2.00 apiece. There will be a two week delivery time before buttons are received.

Terms of Payment: (Check with Roger Lovitt.)

MOTION: If payment is needed immediately upon receipt of buttons, we will then accept Pat Rinehart's offer and make commercial sales. Otherwise with a billing of "net 30 days" the benefits will go to the Fire Departments. *MOTION APPROVED.*

Thanks to Nadine and Robert Moore for their help on the buttons.

PARADE: Steve Stanger

Antique cars are ready.
No Boats as yet. (Check with Bobbie Recio.)
Coast Guard will trailer 20' boat up and place in water.
Two sets of color guards.
V.F.W. will control the traffic.
(Tom Springate, New Commander 368-5668. VFW meets every 2nd Tuesday.)
American Legion - John Prentis, Quarter Master. AL meets every 2nd Wed.)

Rec'd 6-5-84
WmPiete, Proj Mgr
☑ PM ☐ APE ☑ CM ☐ CS

LETTERS TO DIGNITARIES AND REPLIES: (* - no reply as yet.)

Department of Transportation:
Fred Miller -- NO

Governor:
Vic Atiyeh -- NO

Oregon State & U.S. Officials:
Les AuCoin -- ______ *
Paul Hanneman -- ______ *
Dell Isham -- YES

City Mayors:
Irving Carr -- ______ *
Kenneth Christensen -- YES
Russell Curnutt -- ______ *
Lee Dillard -- ______ *
Don Normile -- ______ *
George Reding -- ______ *
Virgil Simmons -- ______ *

Local & Coastal Officials:
Chief Bauer, Coast Guard -- YES
Dale Stockton, Rinehart -- NO
Sheriff Wilson -- ______ *
J. L. Rasmussen, OCZMA -- ______ *
Gene Magee, OCA -- ______ *
Revered Robert Dowrey -- NO
Tillamook County Ambassador Ron Domeic -- YES

The Tillamook County Ambassadors are inviting the dignitaries to a no-host brunch before the event.

Oregon coastal chambers have been invited by the Tillamook County Ambassadors. The Chambers are glad to attend.

The ad inviting people who were at the bridge dedication 60 years ago to attend the new bridge dedication will go out in the newspaper first of June.

Suggested extending invitations to:

Port of Nehalem
T. V. Stations out of Portland
Representatives from each of the Fire Departments
Ken Norton
Garey Mark, Superintendent Neah-Kah-Nie School Dist. #56
Minister Kip Johnson
Bud Van Cleave

CEREMONY:

Master of Ceremonies
Speaker
Invocation
Ribbon Cutting Ceremony & Balloons
Parade

Possible 45 minutes to go through everything.

NOTE: Ribbon cutting will be done on new bridge. If events are held on old bridge, there will be no ribbon ceremony.

Suggested that an introduction of officials attending be held.

NAMING OF BRIDGE:

It will be called Nehalem Bay Bridge. It will not be named after anybody.

The Headlight Herald may have a page in the newspaper that will be solely on the bridge.

An invitation has been extended by the Tillamook County Festivals Committee Ambassadors to the committee members for the opening of the new bridge, to attend the no-host brunch that will be held before the events.

Next meeting June 12, 7:30 p.m. Manzanita City Hall

Meeting adjourned 9:00 pm.

Respectively submitted,

Kathyrn H Hull

Kathyrn H. Hull
Secretary
Tillamook County
Chamber of Commerce

9 ~~8[illegible]~~

29-101U

STATE OF OREGON
ROAD DESIGN-HIGHWAY

INTEROFFICE MEMO
~~DES 16~~

TO: D. O. Christensen
Region II Engineer

DATE: May 14, 1984

FROM: Donald L. Trout
Don
Final Project Coordinator

SUBJECT: Nehalem River Bridge
Oregon Coast Highway
Tillamook County
Contract No. 9469

REGION 2 ENGINEER
RECEIVED
RE RBE ROE RFE ENV

REGION 2 ENGINEER
RECEIVED
RE RBE RME ROE GLO RSO ENV RFE

Please refer to my February 22, 1984 letter transmitting the Division of State Lands letter regarding an unauthorized fill at this site. Also, please refer to the third paragraphs of Don Keyes attached March 22, 1984 memo regarding removal of the east approach fill.

Mr. Bill Parks, Division of State Lands, called me today stating that as of May 7, 1984 nothing had been done to remove the easterly approach fill. It was his understanding that this was to be done shortly after the March 14, 1984 meeting at the site.

Please advise when this removal is scheduled.

Versteeg
Anderson
Adams
Edwards
Trout
Wakerlig
RECEIVED
ROAD DESIGN SECTION
Action

DLT:mg

[redacted]

Please investigate & report to Region by 5-25-84.

T. Litchfield

Received
5/24/84
Bill Piete, Proj Mgr
PM AM OM S
☒ ☐ ☒ ☐

F. E. Ward will remove fill when they have equipment on the job to do other earthwork. This work has been delayed by wet weather.

W. H. Piete

✓cc DON TROUT - F.Y.I.

81-129-1387

Highway Division [illegible]

MEMO TO THE FILES [illegible]

[illegible]

[illegible]

OSHD Permit No. 316
R/F Permit No. 3477

[illegible]

[illegible]

The reason for the meeting was [illegible] of St[illegible] had not been [illegible] Contractor [illegible] was to be [illegible] in [illegible] of the removal of the [illegible] Wilmark bridge.

Jerry Black, Corps of Engineers, [illegible] these should be [illegible] the work [illegible] transplanted to the [illegible] further discussion it was [illegible] that moving equipment [illegible] Contractor's [illegible] with Jerry [illegible] some of the local plants.

Jerry was also concerned [illegible] and the [illegible] only [illegible] piers. Jerry [illegible] pier five, I [illegible] bridge plans and this was the reason for [illegible] pier the [illegible] ground.

[illegible] pier five.

I give this information to Bill Parks and he did not think that a Division of State Lands permit would be required for the bridge [illegible]. He did caution that if blasting in the water was [illegible], a Fish and Wildlife permit would be needed. The Contractor would be required to [illegible] this permit.

All of the above information was given to Bill Piete by [illegible].

DEK:gc

cc Frank Terpin
Bill Piete
Bill Parks, Division of State Lands

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

February 17, 1984

F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Dear Mr. Ward:

Our January 24, 1984 permit compliance check found that the illegally-placed fill material on the Highway 101 west bridge approach on Nehalem River has been removed as required by Special Condition No. 7 of Attachment A to State Fill Permit 3477. However, our office was not notified (as required by this condition) to inspect the site and approve the work immediately following the removal operation.

In addition, our letter of July 9, 1982 advised you that no further filling shall occur within the waterway or adjacent wetland unless authorization is received from our office.

Our inspection of the site found that additional fill material had been placed in a salt marsh as a base for heavy equipment at the east bridge approach. This fill was not authorized by our office or by Permit No. 3477, and is, thus, in violation of the State removal-fill law.

We are particularly concerned about this second violation in the face of our July 9, 1982 letter. Continued violations cannot and will not be tolerated. Your actions may result in the denial of future permits based on past noncompliance.

RECEIVED
FEB 21 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Turpin
Trout
Wekerlig

Do Not File ☐
Return To
Bring Up / /
Action

We require that all of the unauthorized fill on the east bank be removed in its entirety to original ground level.

Contact Bill Parks of our office as soon as removal of fill is complete so we can inspect the site.

Sincerely,

Earle A. Johnson

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:jb

cc Martha Pagel, Ass't Attorney General
Brent Forsberg, Oregon Department of Fish & Wildlife
Don Trout, Oregon State Highway Division
Burt Paynter, Corps of Engineers

r1 S

OSHD (Coulter)

Region (HCM-010)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Tillamook	DIVISION Oregon

IN COMPANY WITH
H. Van Cleave, ODOT and Bob Burkhardt, FHWA

DATE OF INSPECTION 8/9/83	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. BRF-2-5(8)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 53%	WORK COMPLETED 61 %

NEHALEM RIVER BRIDGE
Oregon Coast Hwy

The project was inspected to assess the quality and progress of work and determine if any additional concrete strength problems were occurring.

1. Spans 1, 2 & post 3 - The deck is paved and stressed.
   Spans 3 & 4 - Falsework is in place and part of the bottom slab formed.
   Span part of 4 & 5 - The bottom slab and the webs have been paved.

2. Span 3 - Five man are setting falsework stringers and falsework.
   Span 4 - Two men are setting forms for the bottom slab.
   Span part 4 & 5 - Five men are stripping the webs. One man is repairing a rock pocket.

Comments

The project quality is very good and adequate progress is being made.

The contractor is using specially designed styrofoam blocks under some falsework stringers (see pictures). These blocks are designed to fail with the prestressing load only. They are adequate for the dead load of the slabs & webs. The use is intended to facilitate the falsework removal and form stripping.

The project manager is carefully supervising the concrete mixing and pouring operations. Web concrete has been very stiff and the engineer is studying a possible change to insure against any possible voids in the stems.

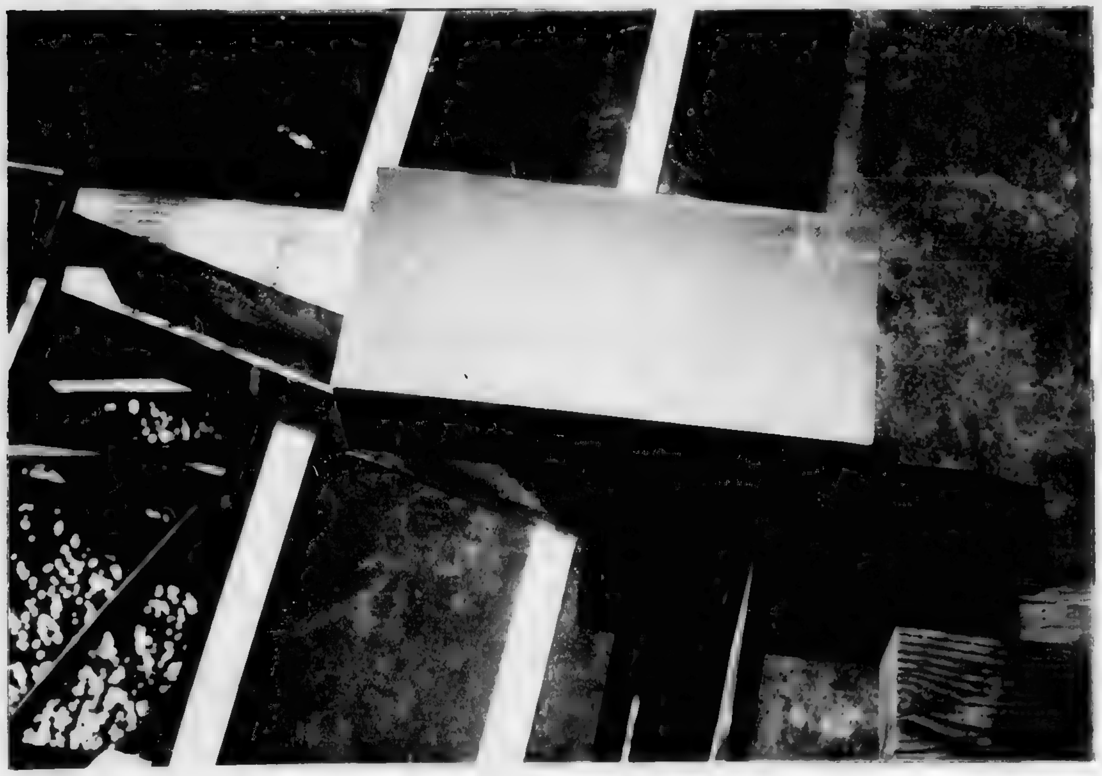
RECEIVED
STATE HWY ENGR
SEP 8 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

FORM FHWA-1448 A (12-73) FORME

Previous editions of PR-338 Will Not Be Used.

F

1. Project status on this date. Note river falsework. River work should be completed and falsework by high water season.



2. Styrofoam block used under falsework beams. Manufactured to crush when prestressed load is applied.

3. Block in position at falsework bent.

~~B/U. 7/26/82~~

ROAD DESIGN SECTION

July 13, 1982

C.O. Fredrickson
Region Engineer

Donald L. Trout ORIGINAL SIGNED BY DONALD L. TROUT
Final Project Coordinator

Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Contract No. 9469

Attached is a copy of a letter from the Oregon Division of State Lands citing a violation of the State removal/fill law. The letter also states "no further filling shall occur within the waterway or adjacent wetlands unless authorization is received from our office".

This is work in addition to our plans and specifications for which the contractor is responsible to obtain permits, with the exception of the US Coast Guard.

If you have any questions please call.

cc: C.T. Keasey w/attach
W.E. Schwartz
E.S. Hunter
Walt Hart
Frank Terpin
H.N. Van Cleave

OSHD Permit No. 316
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County

9

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

July 9, 1982

F. E. Ward,Inc.
2000 E. Columbia Way
Vancouver, Washington 98661

Dear Mr. Ward:

This relates to your permit R/F 3477 authorizing removal of up to 3,500 cubic yards of material and the placement of up to 3,500 cubic yards of rock riprap in Section 34, T3N, R10W in conjunction with the bridge replacement project on the Nehalem River (OSHD No. 316).

Our inspection of the site revealed placement of fill material in a salt-marsh area located in the approximate vicinity of the proposed west bridge approach. The fill was not mentioned in the application nor authorized by permit and thus, is in violation of the State removal-fill law. We will require that all of the unauthorized fill material be removed in its entirety no later than the expiration date of this permit unless a time extension is granted in writing by the Division of State Lands. Absolutely no further filling shall occur within the waterway or adjacent wetlands unless authorization is received from our office.

If you have any questions concerning your permit, please call me or Greg Willnow at our office at any time.

Sincerely,

Earle A. Johnson

Earle A. Johnson, Supervisor
Environmental Management Unit

CC:
Dave Heckeroth - F & W
Brent Forsberg - F & W
Burt Paynter - Corps
Don Trout - OSHD
Gail McEwen - Tillamook Co. Planning

9461

June 21, 1983

Mr. Patrick J. Furrer
Attorney at Law
P.O. Box 23414
Tigard, OR 97223

CON 5
#9469

Dear Mr. Furrer:

Thank you for a copy of your letter dated June 14, 1983, addressed to the Secretary of State with an attached Satisfaction of Claim from Valley Rentals, Inc. This Satisfaction stated that a claim recently filed has been fully paid. This appears to be the claim filed March 10, 1983, in the amount of $5,375.23 plus interest.

This was in reference to the F. E. Ward, Inc., Contract No. 9469 for work on the Nehalem River Bridge Section of the Oregon Coast Highway in Tillamook County.

We will note this information in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Ins. of Wausau
2000 Westwood Drive
Wausau, WI 54401

[illegible]

LAW OFFICES OF
PATRICK J. FURRER
ATTORNEYS & COUNSELORS AT LAW
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Charles A. West
Marcia L. Jory

Law Clerk
Michael J. Scott

Area Code 503
Telephone 620-4540

June 14, 1983

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Re: Project: Nehalem River Bridge on Oregon Coast Highway, Tillamook County
Claimant: Valley Rentals, Inc.
Contractor: F. E. Ward, Inc.

Dear Ms. Paulus:

Enclosed please find the original Satisfaction of Claim in the above-captioned matter.

Very truly yours,

Marcia L. Jory

MLJ:kd
Enc.
cc Dept. of Transportation
F. E. Ward, Inc.
Employer's Insurance of Wausau
Brusco Booming
Valley Rentals, Inc.

RECEIVED
JUN 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM

TO: Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

F. E. Ward, Inc.
P. O. Box 960
Vancouver, WA 98674

Brusco Booming
P. O. Box 1060
Longview, WA 98632

State of Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310
Attn: Robert Gormson, Manager
Commission Services

Employer's Insurance of Wausau
Wausau Insurance Co.
2000 Westwood Drive
Wausau, Wisconsin 54401

This is to certify that a certain claim by the undersigned corporation filed with Norma Paulus, Secretary of State, concerning certain equipment rented for and used in a certain Public Works Project known as Nehalem River Bridge on Oregon Coast Highway in Tillamook County, Oregon, has been fully paid and satisfied. The Clerk of the Secretary of State's Office may accept this as a release of the claim heretofore filed with the said public agency and as a satisfaction of said claim.

Dated this 7 day of June ~~May~~, 1983.

VALLEY RENTALS, INC.

By: John E. McKenzie

STATE OF WASHINGTON)
) ss.
County of [illegible])

On this [illegible] day of June May, 1983, personally appeared John E. McKenzie of the Claimant Corporation and acknowledges that he executed the foregoing Satisfaction of Claim freely and voluntarily and for the uses and purposes therein expressed.

Before me: [illegible] Ashley
Notary Public for Washington
My commission expires: [illegible]

RECEIVED
JUN 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL83-57

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 31, 1983

IN REPLY REFER TO
FILE NO.:
COM 5
#9469

Mr. Patrick J. Furrer
Attorneys & Counselors at Law
P.O. Box 23414
Tigard, Oregon 97223

Attention: Miriam Haverstock Whitney

Gentlemen or Ladies:

This will acknowledge your letter of March 10, 1983 and attached Notice of Claim dated February 10, 1983, on behalf of Valley Rentals, Inc., against the following Highway Division contract:

5-13-83 BK

FILED BY:	Valley Rentals, Inc.
AMOUNT:	$5,375.23 plus interest
FOR:	Equipment
AGAINST (Prime contractor)	F. E. Ward, Inc.
SUBCONTRACTOR	Brusco Booming
CONTRACT NO.:	9469
PROJECT:	Nehalem River Bridge Section Oregon Coast Highway Tillamook County
SURETY:	Employers Insurance of Wausau

We note that you have advised the prime contractor and the surety of this claim. We also note that you have filed it directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc Secretary of State - Please advise us of your filing number and date of the attached claim on the enclosed copy of this letter. Claim was filed directly by attorney.

LAW OFFICES OF
PATRICK J. FURRER
ATTORNEYS & COUNSELORS AT LAW
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Miriam Haverstock Whitney

Law Clerk
Michael J. Scott

Area Code 503
Telephone 620-4540

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 11 1983
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ LS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

March 10, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Re: Project: Nehamen River Bridge on Oregon Coast Highway, Tillamook County
Claimant: Valley Rentals, Inc.
Contractor: F. E. Ward, Inc.

Dear Ms. Paulus:

Enclosed please find the original Notice of Claim to be filed against the bond posted for the above referenced public job.

Very truly yours,

Miriam Haverstock Whitney

MHW:tg
Encl.

cc: Dept. of Transportation
F. E. Ward, Inc.
Brusco Booming
Employer's Insurance of Wausau
Valley Rentals, Inc.

CERTIFIED
P25 0746933
MAIL

RECEIVED
MAR 1[illegible] 198[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: State of Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310
Attn: Robert Gormson, Manager
Commission Services

F. E. Ward, Inc.
P. O. Box 960
Vancouver, Washington 98674

Brusco Booming
P. O. Box 1060
Longview, Washington 98632

Norma Paulus
Secretary of State
State Office Building
Salem, Oregon 97310

Employer's Insurance of Wausau
Wausau Insurance Co.
2000 Westwood Drive
Wausau, Wisconsin 54401

NOTICE OF CLAIM

Project:	Nehalem River Bridge on Oregon Coast Highway, Tillamook County
Contract No.:	94-69
Prime Contractor:	F. E. Ward, Inc.
Subcontractor:	Brusco Booming
Surety:	Employer's Insurance of Wausau, Bond No. 2350-14-040909
Claimant:	Valley Rentals, Inc.

NOTICE IS HEREBY GIVEN that the undersigned, Valley Rentals, Inc., a Washington corporation, has a claim for certain equipment rented and provided for the construction of the project described below to Brusco Booming, which claim is in the sum of $5,375.23, together with lawful interest thereon, against the bond taken from F. E. Ward, Inc., the general contractor, and furnished by Employer's Insurance of Wausau, Bond No. 2350-14-040909, for work on the Nehalem River Bridge on Oregon Coast Highway, Tillamook County project , Contract No. 94-69.

Said equipment was furnished and provided by Valley Rentals, Inc. to Brusco Booming, a subcontractor, and was used in the construction of the above public works project. Said project has not yet been finally accepted by the public body. Claimant's performance was complete on December 10, 1982

Demand is hereby made for payment of the above stated indebtedness in the sum of $5,375.23, together with lawful interest. You and each of you are hereby notified that, unless the amount due and owing is forthwith paid, suit will be instituted upon the bond.

Dated this 10th day of February, 1983.

VALLEY RENTALS, INC.

By

RECEIVED
MAR 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
MAR 21 '83
REFER TO Walt Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

EDH

Subject: Structures Requiring Highway Strength Concrete

Date: March 18, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR/407.1
XRef: BRF-2-5(8)
XRef: RS-A483(3)

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Concrete for prestress box girders has been very erratic this winter for the Nehalem (BRF-2-5(8) and South Santiam Sweet Home (RS-A483(3) bridges. These are projects that require 5000 psi ultimate strength concrete in the superstructure. Specifications also require 1½" aggregate in the deck to give the maximum durability in the wearing surface.

Your recent change to a contractor mix design proportioning specification for concrete and the problems on the afore mentioned jobs have caused us to look carefully at the requirements for high strength structural concrete. We have the following comments for your consideration:

1. A limit should be placed on cement reduction even if strengths are high. Consistancy and durability are our concern. (Admixture such as water reducers increase strength but in turn do very little for durability.)

2. The AASHTO specifications for cement M85 for Type I does not have chemical requirements for early or later (one week) strengths. It would seem that requirements for the tricalcium silicate (C_3S) and dicalcium silicate (C_2S) should be considered for high strength concrete. With the proper chemical control I believe you could insure the strength gain to continue after on or two weeks of cure. If you have misgivings in a C_2S or C_3S specification control an acceptable morter strength test for 3, 7 and 14 days could be performed to test the cement.

3. It appears that an additional durability requirement should be placed on the coarse aggregate for decks. Some coarse aggregates give up to 1000 psi higher strengths than others (Sweet Home aggregate vs Harrisburg or Portland aggregates). Current LA rattler tests and Friable particle testing do not adequately screen out the poor material. Perhaps your experiments with the DMSO test would help make this determination.

When strengths become a problem the entrained air may also make a contribution to strength reduction. Field crews should be instructed to carefully monitor the air and keep the percentage in the lower range when such problems arise.

3-21-83
Walt - please reply
Ed.

When structural strengths of 5000 psi are required virtually all concrete placed in that section must attain this strength in order for the structural elements to respond as designed. If a concrete mix is designed for 5000 psi a standard deviation will allow some concrete to be placed that is below this value. Perhaps this 5000 psi value should be raised slightly to insure compliance with the design. I believe your special provisions for a test batch mix to exceed the design strength by 600 psi should accomplish this end.

It is felt that the above items are improtant to the proper administration of the field construction. In view of the fact that you are now starting to use contractor designed mixes, it is felt that the contractors and their engineers need the same control you have exercised when the mix was designed and controlled from the lab.

We would be pleased to discuss these items in more detail with you. Please let us know what additional requirement you intend to initiate.

for Dale E. Wilken

cc:
OSHD (W Hart)
OSHD (J Wilson)

#9467

B

ORG-3, MAI, LEG

March 16, 1983

H. S. Coulter
State Highway Engineer

Fred D. Miller
Director

Miscellaneous topics

(1) Ideas while attending the SCOP meeting:

a. The FHWA "regs" on borrowing the match for federal-aid evidently require the Governor's approval on a project-by project basis. Are there any other problems with them?

Org 3-1-16

b. Evidently, there are studies at FHWA on the desirability of loosening their restrictions on toll roads.

Mai 12-11 101

(2) Isham has raised several times the problem of the gravel portion of Highway 101 near Beverly Beach. You should give him some indication of what the problem is and what our capabilities are of fixing it.

(3) Isham also mentioned a concern that once the Nehalem Bridge is constructed, it be clean underneath. It was his view that when we maintained the old bridge, we let things drop in the water and that hurt the flow of the river. You might talk to him about that question at the same time you discuss the item above.

#9467

FDM:fn

9469 1-27-83

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-5(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division, FHWA
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00094

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-16-82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
NEHALEM RIVER BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Revised cost of work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement, if additional funds are required I approve the advance authorization date of June 16, 1982, as requested in Mr. Keasey's January 21, 1983 letter as being in the public interest to increase the TEC for SFO #6 to $13,000 - Federal Funds $10,400, for the revised construction of triangular towers.

State Force Order No. 2 - Supplement #1 (representing increase) is approved.

RECEIVED
STATE HWY ENGR
FEB 1 '83
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1-27-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

toss as
this is
an explan

November 9, 1982

Lindsay, Hart, Neil & Weigler
Lawyers
Suite 700, Columbia Square
111 S.W. Columbia
Portland, OR 97201

CON 5
#9469

Attention: Valerie D. Fisher

Gentlemen or Ladies:

This is in response to your letter of November 3 on behalf of L. B. Foster Company concerning a claim against F. E. Ward, Inc., on Contract No. 9469 for work on the Nehalem River Bridge.

We will be glad to notify you when this contract has been accepted by the State.

You asked when payment might be forthcoming to L. B. Foster Company. The State makes payment directly to the prime contractor and not the claimant. We would suggest that you contact the surety, Employers Insurance of Wausau, who provided the performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FN:js

LINDSAY, HART, NEIL & WEIGLER
LAWYERS
SUITE 700
COLUMBIA SQUARE
111 S.W. COLUMBIA
PORTLAND, OREGON 97201
TELEPHONE (503) 226-1191
TELECOPIER (503) 226-0079

WASHINGTON, D. C. OFFICE
1899 L STREET N. W., SUITE 705
WASHINGTON, D. C. 20036
(202) 296-3006

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MICHAEL G. BOSTWICK

OF COUNSEL
R. W. NAHSTOLL
THOMAS D. WILCOX*

*DISTRICT OF COLUMBIA BAR ONLY

November 3, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CERTIFIED
P 250 715 866
MAIL

Mr. Robert Gormsen
State of Oregon, Department
of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Claim of L. B. Foster Company
on Nehalem River Bridge Project
Payment Bond No. 2350-14-040909

Dear Mr. Gormsen:

On behalf of L. B. Foster Company, I would like to request that you notify me of the acceptance of the Nehalem River Bridge project by affirmative action of the Department of Transportation so that we may perfect our claim on the bond within the statutory period allowed for filing suit on the bond.

Also, any information you might be able to provide about when payment might be forthcoming to L. B. Foster Company, or any assistance you could provide in assuring that L. B. Foster Company is promptly paid, would be most appreciated.

Yours very truly,

Valerie D. Fisher

Valerie D. Fisher

RECEIVED
NOV 8 1982
COMMISSION [illegible] FILES
DEPARTMENT OF TRANSPORTATION

VDF/blg
cc: Ms. A. M. Roberts
Mr. James Miller

9469

L.

November 9, 1982

Lindsay, Hart, Neil & Weigler
Lawyers
Suite 700, Columbia Square
111 S.W. Columbia
Portland, OR 97201

CON 5
#9469

Attention: Valerie D. Fisher

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We will be glad to notify you when this contract has been accepted by the State.

You asked when payment might be forthcoming to L. B. Foster Company. The State makes payment directly to the prime contractor and not the claimant. We would suggest that you contact the surety, Employers Insurance of Wausau, who provided the performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FN:js

LINDSAY, HART, NEIL & WEIGLER
LAWYERS
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OF COUNSEL
R. W. NAHSTOLL
THOMAS D. WILCOX*

*DISTRICT OF COLUMBIA BAR ONLY

November 3, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CERTIFIED
P 250 715 866
MAIL

Mr. Robert Gormsen
State of Oregon, Department
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121 Transportation Building
Salem, Oregon 97310

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Payment Bond No. 2350-14-040909

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Also, any information you might be able to provide about when payment might be forthcoming to L. B. Foster Company, or any assistance you could provide in assuring that L. B. Foster Company is promptly paid, would be most appreciated.

Yours very truly,

Valerie D. Fisher

Valerie D. Fisher

RECEIVED
NOV [illegible] 1982
COMM[illegible]
DEPARTMENT OF TRANSPORTATION

VDF/blg
cc: Ms. A. M. Roberts
Mr. James Miller

9-161 CL-82-192

file

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 3 1982
NORMA PAULUS
SECRETARY OF STATE

November 1, 1982

IN REPLY REFER TO FILE NO.:

CON 5
#9469

Lindsay, Hart, Neil & Weigler
Lawyers
111 S.W. Columbia
Portland, OR 97201

Attention: Valerie D. Fisher

Gentlemen or Ladies:

This will acknowledge your letter of October 18 on behalf of L. B. Foster Company with attached statements filing a claim against the following Highway Division contract:

FILED BY:	L. B. Foster Company
AMOUNT:	$151,024.42
FOR:	Labor and material
AGAINST (Prime contractor):	F. E. Ward, Inc.
SUBCONTRACTOR:	Brusco Corporation
CONTRACT NO.:	9469
PROJECT:	Nehalem River Bridge Section, Oregon Coast Highway, Tillamook County
SURETY:	Employers Insurance of Wausau
AGENT:	- - - -

We note that you have filed this information directly with the contractor, surety and Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Cormsen

Robert W. Cormsen
COMMISSION SERVICES

ED
11-8-82 dmc

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State - Please advise us of your filing date and number on the attached copy of this letter. Claim was filed directly with you by attorney.

LINDSAY, HART, NEIL & WEIGLER
LAWYERS
SUITE 700
COLUMBIA SQUARE
111 S.W. COLUMBIA
PORTLAND, OREGON 97201
TELEPHONE (503) 226-1191
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OF COUNSEL
R. W. NAHSTOLL
THOMAS D. WILCOX*

*DISTRICT OF COLUMBIA
BAR ONLY

October 18, 1982

Ms. Norma Paulus
Secretary of State
136 State Capitol
Salem, Oregon 97310
Registered Mail

Robert Gormsen
State of Oregon, Department of
Transportation
121 Transportation Building
Salem, Oregon 97310
Certified Mail

F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, Washington 98661
Registered Mail

Brusco Corporation
P. O. Box 1060
Longview, Washington 98632
Certified Mail

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401
Certified Mail

Employers Insurance of Wausau
9400 S.W. Beaverton-Hillsdale
Highway, Suite 300
Beaverton, Oregon 97005
Certified Mail

Re: Notice to Contracting Body of Claim on Payment Bond Nehalem River Bridge on the Oregon Coast Highway in Tillamook County, Oregon; Payment Bond No. 2350-14-040909

CERTIFIED
P 250 715 865
MAIL

TO: STATE OF OREGON DEPARTMENT OF TRANSPORTATION:

NOTICE IS HEREBY GIVEN that L. B. Foster Company has a claim for carbon steel H-bearing pile, pipe piling, pipe, pruyn points, sheet pile corners, rental of sheet piling, and welding and labor on the above, supplied by L. B. Foster Company to Brusco Corporation, a subcontractor to F. E. Ward, Inc., the general contractor on the Nehalem River Bridge Project, in the sum of $151,024.42 against the bond taken from F. E. Ward, Inc. and issued by Employers Insurance of Wausau for the construction of the Nehalem River Bridge on the Oregon Coast Highway in Tillamook County, Oregon.

The undersigned is one of the attorneys for L. B. Foster Company, who has authorized us to present this notice for filing as required by Oregon Public Contracting Law.

Yours very truly,

Valerie D Fisher

Valerie D. Fisher
Of Attorneys for
L. B. Foster Company

VDF/blg
cc: A. M. Roberts, Credit Mgr.
L. B. Foster Company, San Francisco
cc: James Miller, L. B. Foster
Company, Portland

RECEIVED

LINDSAY, HART, NEIL & WEIGLER
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OF COUNSEL
R. W. NAHSTOLL
THOMAS D. WILCOX*

*DISTRICT OF COLUMBIA BAR ONLY

October 18, 1982

Ms. Norma Paulus
Secretary of State
136 State Capitol
Salem, Oregon 97310
Registered Mail

Robert Gormsen
State of Oregon, Department
of Transportation
121 Transportation Building
Salem, Oregon 97310
Certified Mail

F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, Washington 98661
Registered Mail

Brusco Corporation
P. O. Box 1060
Longview, Washington 98632
Certified Mail

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401
Certified Mail

Employers Insurance of Wausau
9400 S.W. Beaverton-Hillsdale
Highway, Suite 300
Beaverton, Oregon 97005
Certified Mail

Re: Notice to Contractor of Claim on Payment Bond
Nehalem River Bridge on the Oregon Coast Highway in Tillamook County, Oregon; Payment Bond No. 2350-14-040909

Dear Sir or Madam:

Please be advised that we represent L. B. Foster Company, an unpaid supplier of labor and materials used and incorporated in the Nehalem River Bridge Project under construction on the Oregon Coast Highway in Tillamook County, Oregon. We understand that F. E. Ward, Inc. is the general contractor on the project owned by the State of Oregon, Department of Transportation.

L. B. Foster Company has a claim for $151,024.42 for materials and labor supplied to this project for which they have not yet been paid. The following is an itemization of invoice numbers, dates, and amounts for which L. B. Foster Company has not been paid:

SD 11972 dated 6/29/82	$ 85,775.20
SX 05199 dated 8/09/82	5,959.59
SX 05125 dated 7/30/82	609.28
SX 05199 dated 8/09/82	2,192.40
SX 04384 dated 6/14/82	982.35
SX 05124 dated 10/5/82	1,144.80
SX 05124 dated 9/29/82	11,448.00
SX 05124 dated 9/30/82	1,144.80
SX 05990 dated 9/30/82	7,590.00
SX 04620 dated 9/30/82	34,178.00
	$151,024.42

The unpaid amounts represent monies owing to L. B. Foster Company for the purchase of carbon steel H-bearing pile, pipe piling, pipe, pruyn points, sheet piling corners, rental of sheet piling, and welding and labor on the above.

These materials were ordered by Brusco Corporation, a subcontractor to F. E. Ward, Inc., and were furnished to Brusco Corporation.

L. B. Foster Company hereby demands payment from F. E. Ward, Inc. of the sum of $151,024.42.

This notice is given in accordance with Oregon law. Unless payment is received, L. B. Foster Company will commence an action naming all appropriate parties, including, but not necessarily limited to, F. E. Ward, Inc., Brusco Corporation, and Employers Insurance of Wausau.

Yours very truly,

Valerie D Fisher

Valerie D. Fisher
Of Attorneys for
L. B. Foster Company

VDF/blg
cc: A. M. Roberts, Credit Mgr.
L. B. Foster Company, San Francisco
cc: James Miller, L. B. Foster
Company, Portland

RECEIVED
OCT 19 1982
COMM [illegible]
DEPARTMENT OF [illegible]

cc: OSHD (Coulter)

STATE COPY

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

10 - 1-

REGION NO. 10	**REPORT NO.**	**COUNTY** Tillamook	**DIVISION** Oregon
DATE OF INSPECTION 10/13/82	**INSPECTION MADE BY** H. A. Schell, Division Bridge Engineer		**PROJECT NO.** BRF-2-5(8)

Original Signed by
H. A. Schell
Division Bridge Engr.

IN COMPANY WITH

H. VanCleave, Project Manager; ODOT

LOCATION

U. S. 101 at Wheeler

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 29 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CONTRACTOR NAME AND ADDRESS

F. E. Ward, Inc., 2000 E. Columbia Way, Vancouver, Washington 98661

AWARD DATE 5/12/82	**CONTRACT AMOUNT** $4,611,145	**TIME ALLOWED** 820 C. D.	**TIME STARTED** 5/25/82	**WORK STARTED** 5/26/82
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 18%	**WORK COMPLETED** 22%	

REMARKS

NEHALEM RIVER BRIDGE

The project was inspected to verify construction procedures and discuss concrete sealer material and problems with the concrete sand.

1) Completed work:
   Bent 1 & 2 poured to bottom of box girder
   Span 1 - 101' bottom slab poured, girders formed for 3/4 of span, conduits and re-steel partially in place
   Bent 3 all cofferdam sheets are set and partially driven
   Falsework in place for span 1. Piles driven and falsework 80% complete for span 2. A work bridge is installed to Bent 3.

2) Work in Progress:
   Span 1 - 3 carpenters working on the girder forms.
   Span 2 - 1 rig, 2 men and a diver are installing X-bracing for the falsework.

3) Comments:
   The contractors work is progressing adequately he is using 1 1/8 plywood for girder construction. This heavy material eliminated some whales and studs. Steel tying for span 1 was accomplished with untreated wire. This was changed by P. A. and now all steel tyings will be done by epoxy coated tie wire.

   Some sand equivelent testing has been below the specification value of 68. The Project Manager requested a better product from the Scappoose (Santoch pit) supplier and it appears that a separate pile of acceptable sand has been produced and tested and will be made available to Mohler Sand and Gravel the concrete supplier for the project.

Price agreements have been written for a concrete aggregate size change from 1½" to 1" because of the extensive reinforcement in the column. Also P. A. was written for a slight energy reduction in the pile driver (26,500 ft-lb to 24,500 ft-lb)

The contractor will use a Vulcan 80c hammer which has a driver weighing 8000# (90' "H" pile 4770#, 90' pile shell 3005#). The State specified carefully monitoring of this differential acting hammer (111 blows @ 16½" stroke).

Prestressing work is being accomplished by Stresstex of San Jose, California. Conduit diameter is 3" with 12 & 13 0.6" diameter wire strands. There will be 2 rows of ducts with a net increase in girder width of at least 1" to accomodate the stressing method. (Note plans require 3" clear of reinforcment for steel protection from salt intrusion).

The concrete sealer specified in the specification is not adequate and the State is now investigating some new sealers to protect the concrete against salt intrusion. With the new sealer it might be necessary to eliminate the latex paint. Also the Project Manager will study a ground wire installation on the galvanized extension conduits to periodically check for possible corrosion during the structure life.

The contractor indicates he will be complete to bent 3 by December 1st in anticipation of winter high water. He will further protect his structure with a log boom form the Nehalem river pier of the exsiting bridge to the larger opening south of pier 3. A tug boat will be used to move drift if needed.

9469

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-180(28)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. RF-103

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-14-82

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

NEHALEM RIVER BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change; see below

13. REMARKS

As requested in Mr. Swan's letter of 9-3-82, I approve the revised Preliminary Engineering Costs to a TEC of $383,600; Federal Funds $299,935.

(Increase TEC $42,100; Federal Funds $32,917.

RECEIVED
STATE HWY ENGR
SEP 16 '82
REFER TO Moehring
FOR G

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9-14-82

15. SIGNATURE OF APPROVING OFFICIAL EJ Valach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON

August 26, 1982

NOTED
H. S. COULTER

Edward Bailey
P. O. Box 241
Welches, OR 97067

Although your plan to save the Nehalem Bridge is an interesting idea, it would not be possible to leave it in this location and use it for the purpose you desire.

The Nehalem River is classed as a navigable waterway. As such, it falls under the jurisdiction of the U.S. Coast Guard who controls all navigable waterways of the United States. The Coast Guard exercises control of navigable waterway crossings by a permit system. Our permit for this old bridge requires that we provide an opening in the bridge to allow passage of river traffic. Our old bridge is a drawbridge which we must open on demand. It would appear that this activity would not be compatable with your proposed use. Also, it is doubtful that the Coast Guard would allow this requirement to pass from a public agency to a private individual.

Our permit to construct a new bridge across the Nehalem River requires that the old bridge be removed and not become an obstacle to navigation. The new bridge will have sufficient vertical clearance to the water so that we will not have to provide a bridge opening.

The contract we have let to construct a new bridge requires the contractor to remove the old bridge upon completion of the new structure. The old bridge becomes his property and he is to dispose of it in any way he choses as long as it is removed from the site.

Aside from the above considerations, the Highway Division would object to the activity you propose adjacent to the new bridge. We believe that the activity would generate considerable vehicular traffic entering and leaving the highway which would constitute a hazard to the motoring public that we would not permit.

You should also know that bridges exposed to a harsh marine environment are subject to deterioration which requires constant and costly maintenance. During high water this bridge catches and holds large amounts of drift which requires constant attention and immediate action.

I realize that this discussion appears quite negative and discouraging to you. However, I believe that previous discussions had led you to believe that taking over the bridge would be relatively easy to accomplish, which is not realistic. If you wish to preserve this bridge, your best chance to do so would be to work with the contractor to have it moved to another location away from the highway and away from a navigable waterway.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

cc H. S. Coulter

bc C. O. Fredrickson
Eldon Everton

EDWARD BAILEY
P.O. BOX 241
WELCHES, OREGON 97067
622-5298

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Fredrickson
R/D
8-12-82
R/D Due 8-23-82

August 10, 1982

Scott Coutler
State Hiway Engineer
State Transportation Bldg.
Salem, Oregon 97310

Re: Old Bridge Nehalem, Oregon
Optional Use

Dear Mr. Coutler,

Several weeks ago I was driving thru a small town in Northern Idaho and noticed they had saved an old bridge there by converting it into a few shops and a sidewalk cafe. The same idea could be applied to the Nehalem bridge (considering the cost to the state of removing the old bridge) rather than spending money to have it removed, I would like to lease it for the same use or some optional use.

I realize it's not as simple as I would like it to be. After conversing with several of your different departments, it didn't seem like an idea that was to far away from reality. Ted Thompson in engineering was very helpful in giving me names of different people to dicuss the basic feasablity of this project. My findings have been favorable and didn't seem to be to expensive of a project to undertake.

The few draw backs would be (1) taking out the removal portion of the existing contract (2) to determine the value of the property to be leased (3) the amount of liablity that I would have to retain in order to establish business on the bridge. Secondary items to be considered are water, parking, sewage, electricity, approaches(north and south) and the channel alignment.

Please note the enclosures I have sent to you along with this letter concerning "Adaptive Uses of Historic Metal Truss Bridges" and the current rating report.

I would like you to consider the feasablity of this project and leasing it to me, I would also like to record myself as being the first interested party making a formal proposal. Please do not hesitate to contact me if you have any questions.

Sincerely,

Edward Bailey

EB/kke

Transportation Research Record 834

Adaptive Use of Historic Metal Truss Bridges

Ed: this is the article we discussed.

WILLIAM ZUK AND WALLACE T. McKEEL, JR.

In an attempt to preserve a representative number of fast-disappearing old metal truss bridges, a variety of methods of modifying them for contemporary use was explored. Twenty historic metal highway truss bridges located in Virginia were used as case studies. The bridges were investigated as to their potential for sympathetic strengthening and widening to meet current federal standards. In most situations the loading requirement can be met by discreet strengthening, but the geometric requirements can not be met without severe violation of the historic features of the bridges. Also explored were nonvehicular uses of these bridges for controlled architectural conversion into craft centers, museums, restaurants, housing, and the like, at either the present site or a new one. Although the bridges investigated are in Virginia, the findings should have application for those in other states.

In an effort to encourage preservation of a representative number of historic iron and steel bridges, a study was undertaken to explore a variety of methods of modifying them for contemporary use. A wide range of options was investigated by using 20 historic metal truss bridges in Virginia as examples.

The strategy for modification or adaptive use encompasses two basic categories: (a) continued vehicular use and (b) conversion to nonvehicular use. Under (a), there are four subcategories, as follows:

1. Upgrade the bridge at its present site by discreet strengthening;
2. Modify the bridge at its present site by discreet widening;
3. Modify the approach roadway so that the old bridge carries only one-way traffic, and build a new bridge or relocate an old one near the original bridge to carry traffic in the opposite direction; and
4. Move the bridge to a less-demanding traffic location, as in parks or on bicycle trails.

Subcategories under (b), conversion to nonvehicular use, are the following:

1. Restrict use of the bridge at its present site to pedestrians for possible recreational activity;
2. Convert the bridge, by enclosing it at its present site, to architectural use as a museum, craft center, restaurant, or the like;
3. Move the bridge to a new site and convert it to architectural use as in 2;
4. Declare the bridge a historic ruin and place it off limits for anything but viewing;
5. Incorporate portions of the old bridge discreetly into a new bridge, either structurally or decoratively, at the same location; and
6. Disassemble the bridge and store it for some future use.

CASE STUDIES

The 20 bridges selected for case studies were chosen through a systematic procedure described in Newlon (1). Detailed studies of all these bridges are described in Zuk and others (2). In this paper, only a sampling of the studies, along with a summary, is presented. A discussion of methods of strengthening for vehicular use is given first, followed by ways to adapt bridges to nonvehicular use.

Vehicular Use

Structures Evaluated

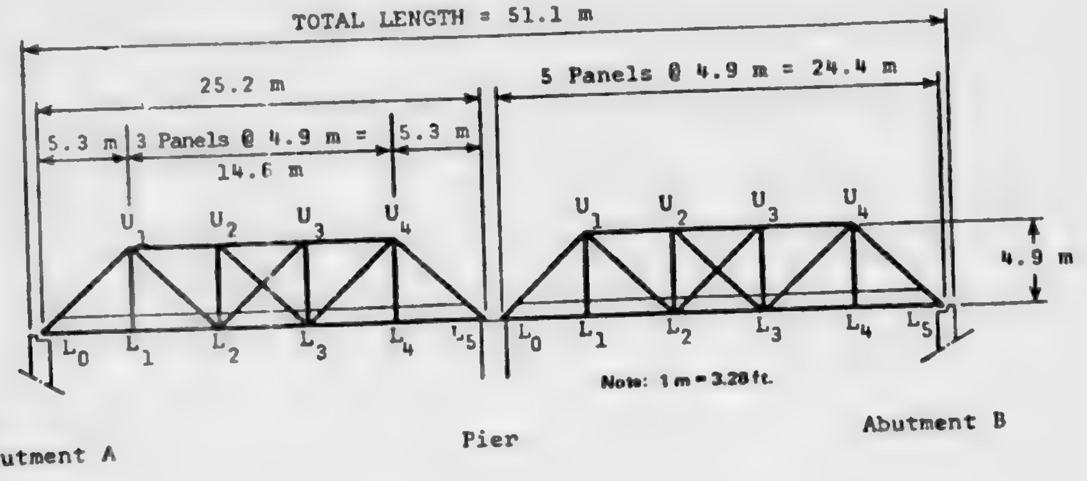
Typical of most of the metal truss bridges in the study is the two-span Pratt truss bridge shown in Figure 1. This structure is located on VA-632 over the South River in Augusta County, Virginia, and was built in 1887. As it is typical, only this one bridge is described. The structure is a one-lane through bridge with a total length of 51.14 m (167.67 ft), a roadway width of 3.28 m (10.75 ft), and an overall truss height of 4.88 m (16 ft). The components consist of rolled steel members, bars, and plates riveted or bolted together. The lower chords are eyebars and the deck is wood plank.

Methods of Strengthening Investigated

The problem of strengthening this bridge to accommodate federal standard AASHTO HS20 loading conditions involves an examination of the floor system, the connections, and the trusses. An engineering analysis has determined that portions of the floor, truss, and connections in this bridge are understrength and require reinforcement. A number of methods can be used to strengthen these elements. However, it is believed that reinforcement of the truss is the most critical aspect from the standpoint of historical preservation.

Seven methods for strengthening the trusses of this bridge were examined by using computer analysis to determine the best technique. As the two spans of the bridge are almost the same length, the span

Figure 1. Elevation and profile of the VA-632 structure.



Note: 1 m = 3.28 ft.

length of 24.4 m (80 ft) was used for all trusses.

1. Method 1 involves joining the two simple-span trusses to form a single continuous span truss. Continuity is developed by connecting the upper chords by bar U_4U_1 (see Figure 1). To note that this bar is not part of the original truss, it would be painted a color different from that of the truss.

Continuity between the spans did not prove advantageous because heavier loads were transmitted to those members nearest the pier. Although stresses in the counters were reduced, those in the end posts and diagonals nearest the pier were increased. More seriously, compressive stresses were induced in the lower chords L_2L_3 and L_4L_5 and in the diagonal L_2U_1. These light tension members were unable to carry compressive forces of any large magnitude. None of the overstresses in the tension members of the unreinforced truss were reduced below the allowable level by developing continuity between the spans.

2. Method 2 requires adding a pylon and cable stays. A pylon was located at the center pier and assigned a height of 9.8 m (32 ft) (see Figure 2). As in method 1, the added structure of the pylon and cables should be designed in such a way that it would be clearly perceived as being of the twentieth century and not of the nineteenth.

Stress levels in most of the members other than the hangers, counters, and diagonal L_3U_4 were reduced to acceptable levels but, as in the continuous bridge scheme, sizable compressive stresses were induced in some lower chords. It was apparent that unavoidable stress reversals in flexible tension members would render a cable-stayed structure impractical.

3. Method 3 requires the posttensioning of the lower chords of the individual trusses. Reinforcement of trusses through the use of posttensioning rods placed along the lower chords and tightened by turnbuckles has apparently enjoyed some success (3). The rods can be tightened until they share in the dead load stresses or simply be snugged to act under only the live load.

Because of the experience with stress reversal in the lower chords, it was decided to tighten the rods only to a snug fit. Two rod sizes, 322 mm^2 (0.5 in^2) and 645 mm^2 (1.0 in^2), were analyzed, with the latter providing the better results. The scheme relieved the overstress conditions in the lower chords of the unreinforced truss and reduced stresses in the diagonals to less than 6.9 MPa (1 ksi) over the allowable stress. The end posts remained slightly overstressed and the hangers seriously overstressed, as none of these members were affected by the reinforcement. The stresses in the counters remained high, despite some reduction. Certainly, the hangers and counters would require additional reinforcement.

4. Method 4 involves adding a queen post under the individual trusses. It was reasoned that by extending the posttensioning rod and cable below the struts positioned under the hangers, they would provide an upward component to relieve those members as well as the lower chords (see Figure 3). Overstresses in the lower chords were eliminated and those in the hangers were only 4.2 MPa (610 psi) above the allowable value. Unfortunately, stresses in the diagonals were not affected and the counters remained seriously overstressed. However, the principal disadvantage lay in the length of the queen-post struts required. Using an assumed posttensioning force of 89 kN (20 kips), the length of the struts was determined to be 2.4 m (8 ft). Use of an acceptably shorter strut, say around 0.9 m (3 ft), required a much higher force to relieve the hangers and resulted in stress reversals in the lower chords.

The need to extend the queen-post truss 2.4 m below the bridge eliminated method 4 from practical consideration because the truss would be vulnerable to damage at times of high water.

5. Method 5 considers the placing of intermediate supports under the trusses. The construction of intermediate supports occasionally can be advantageous in relieving a weak truss bridge. (It is assumed that the bridge site can accommodate the additional piers.) A trial analysis was performed of the truss span with intermediate piers at panel points L_1 and L_4.

Stresses in the lower chord members were reduced to acceptable levels but those in the diagonals were increased slightly. While stresses in the counters were reduced below those in the unmodified truss, both the counters and diagonals would require additional reinforcement. Hangers L_1U_1 and L_4U_4 over the piers were undesirably placed in compression.

6. Method 6 requires adding longitudinal beams under the trusses. Various configurations of members that act in conjunction with the typical through truss were investigated. Initially, a single rolled steel beam was tried under each of the trusses, but it was found that the optimum beam section did not provide compatibility of deflections with the trusses. The analysis indicated that the truss actually carried the beam in the central portion of the span.

A second approach used a grid composed of six reinforcing beams, one under each line of stringers, which supported the floor beams. Use of the optimum rolled section, W36 x 230, relieved all overstressed members except for a 1.0-MPa (150-psi) overstress in lower chord L_2L_3. However, a great quantity of structural steel, nearly 25 400 kg (28 tons), was required.

7. Method 7 involves adding auxiliary trusses to flank the old trusses. In an effort to reduce the amount of material required, it was decided to evaluate the performance of a supplemental truss on each side of the span (see Figure 4). The use of a Warren truss with a span of 24.4 m (80 ft) and a height of 2.4 m (8 ft), fabricated of steel tubular members, was chosen for evaluation. Its diagonals had the same slope as those of the existing Pratt truss and the lower panel points coincided. For the purpose of analysis it was assumed that the trusses were joined at the upper and lower panel points of the Warren truss, but in practice the auxiliary truss might be separated by a sidewalk or bicycle path. Compatibility of deflections would be required, however.

Several iterations indicated that the most efficient design was a truss composed of 101x101x5-mm (4x4x0.19-in) chord members and 76x76x6-mm (3x3x0.25-in) web members that weighed slightly more than 1800 kg (2 tons). All stresses in the Pratt truss were reduced below allowable levels. Although the Warren truss was effective and relatively economical, it was visually intrusive. If economy in materials is not a crucial factor, the use of other longitudinal members, such as box beams, is possible.

In this method, it is assumed that the new members would, by their color or form, clearly show that they are not part of the original bridge structure.

Most of the methods evaluated are reasonably independent of the truss configuration, but the length of the existing truss may limit the number of useful reinforcing techniques. A few of the following procedures appear promising:

1. An auxiliary truss, such as the Warren truss

evaluated in the study, might be effective if its visual intrusion were not objectionable. As the length of the existing span becomes greater, the auxiliary truss will, of course, become more prominent.

2. Longitudinal beams or hybrid members under the truss may be effective if the span length is not too great and economy of materials is not a critical factor.

3. The use of posttensioning rods at or just below the lower chords is apparently feasible on short spans. Additional reinforcement of critical truss members may be required.

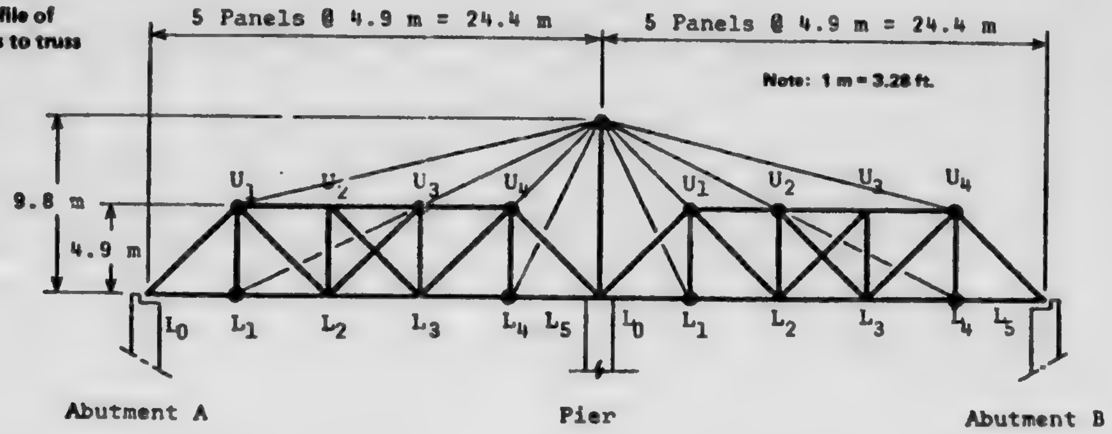
4. The addition of individual reinforcement to supplement critical members may be sufficient if the proposed capacity is not extremely high.

Nonvehicular Use

Accomplished and Planned Conversions

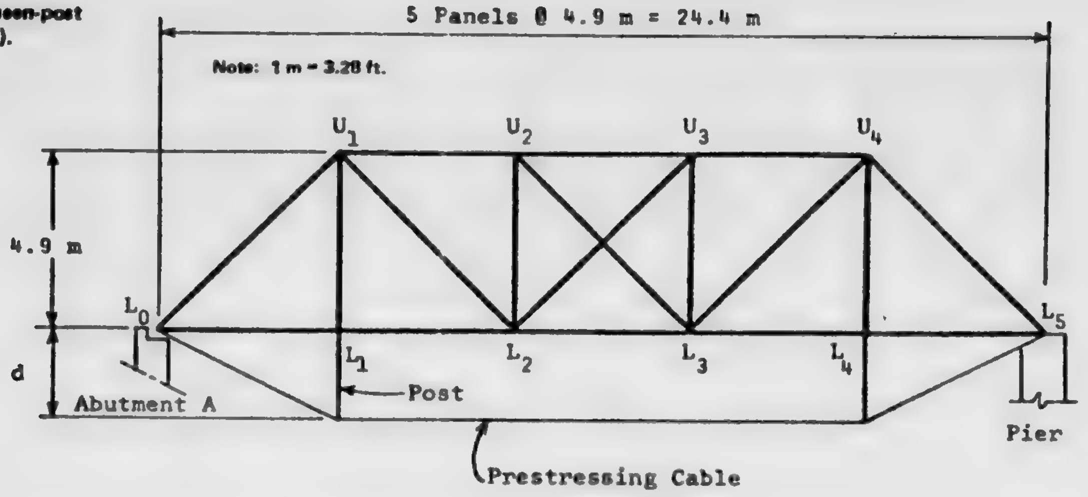
Use of a bridge for a function other than carrying vehicular traffic is somewhat unorthodox, so a literature study was undertaken to determine what has been done in this regard. The most common conversion found was to pedestrian use, either at the existing site or a new one. New Jersey, Ohio, Maryland, and Virginia each has relocated an old historic metal truss bridge from a highway to a park for use only by pedestrians and bicyclists. The one in Virginia is a bowstring metal arch truss relocated to a rest area on I-81 in Montgomery County.

Figure 2. Elevation and profile of pylon tower with cable stays to truss (method 2).



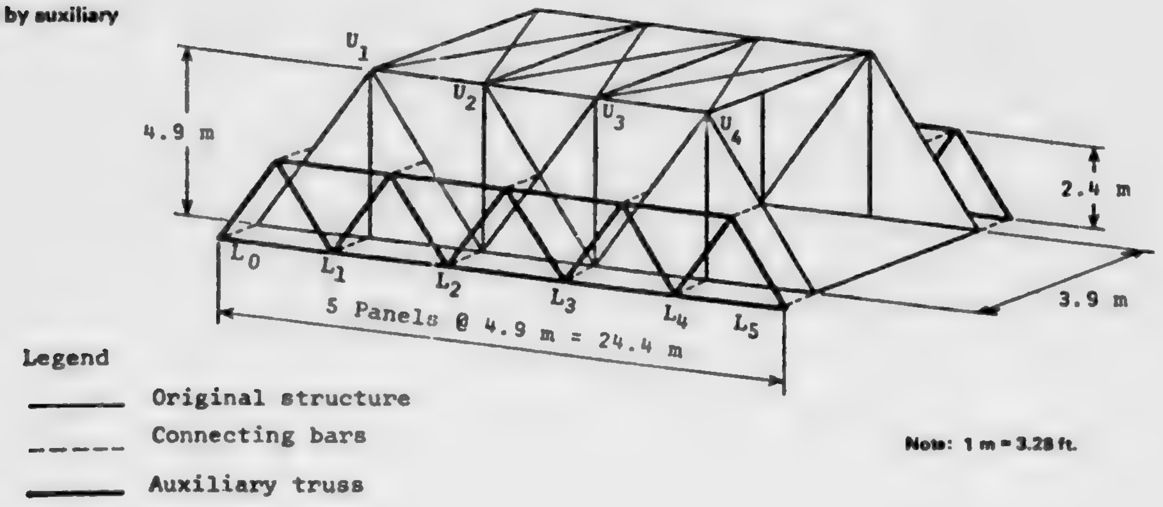
Note: 1 m = 3.28 ft.

Figure 3. Elevation of queen-post reinforcement (method 4).



Note: 1 m = 3.28 ft.

Figure 4. Reinforcement by auxiliary trusses (method 7).



Note: 1 m = 3.28 ft.

Another structure in Virginia is a partially destroyed wooden truss bridge that formerly carried VA-45 over the James River between Goochland and Cumberland Counties. The end spans remain standing and are used only by pedestrians, primarily as scenic overlooks.

Under consideration is a proposal for converting a nineteenth-century metal truss bridge, complete with Lally columns, to a restaurant-hotel complex. This bridge, whose vehicular traffic is to be rerouted to a new bridge, is on VA-758 across a particularly scenic portion of the Shenandoah River. Adaptive use is to be done by private parties.

Another bridge, this one in Hancock, New York, and also in private hands, has been converted into a restaurant. A portion of the abandoned 152-m (500-ft) long steel deck truss railroad bridge (Orange and Western) has been enclosed below the deck for this facility.

There are two major projects still on the drawing boards. The first will convert the historic Eades Bridge across the Mississippi River at St. Louis, Missouri. The plan is to divert all the vehicular traffic on the little-used Eades Bridge to the new nearby Poplar Street Bridge and to convert the old bridge into offices, restaurants, and the like.

In a second project, the abandoned Big Four railroad bridge in Louisville, Kentucky, a six-span steel through truss bridge across the Ohio River, is being studied for conversion into a large commercial complex. In the complex would be restaurants, hotels, condominiums, apartments, offices, retail shops, exhibition halls, and parking garages, with a marina beneath the bridge.

Adaptive Uses in Case Studies

By using these bridges as precedents, detailed studies were undertaken of each of the 20 bridges chosen for consideration in the study. It was anticipated that an appropriate adaptive use of some of these Virginia bridges would be for architectural structures such as restaurants, museums, craft centers, and housing. To judge the structural feasibility of such use, typical test bridges were analyzed with computers by using floor, roof, wall, and wind loads as required by the building code of Virginia. The existing bridges, with only minor reinforcement or repair at particular joints or members, were found to be structurally satisfactory. In the event that any of the bridges studied are actually converted to an architectural use, additional detailed structural analyses should be carried out.

Aspects of utilities, such as electricity, water, and sewerage, which would be needed for some conversions, were also investigated, since most of the bridges are located in rural areas. The availability of electricity generally proved to be no problem as power lines could be found near all the bridges. It was assumed that water would be available either from wells or by hauling for situations that required small water consumption. Waste could be handled either by conventional septic tanks and drainage fields or by commercially available units that handle solid wastes with little or no water consumption. In special cases, cleanable privies would be used. Heat for the buildings could be supplied by fuel oil, propane gas, electricity, or wood-burning stoves.

In this study, it was assumed that wherever an old bridge was left standing intact, any new replacement bridge would be located so that access to the old bridge would still be possible. It was also anticipated that some of the bridges might require moving to a new location, so estimates of moving costs were determined by interviewing several contractors engaged in bridge work in Virginia. The cost figures for moving a typical metal truss bridge of 24-m (80-ft) span that weighs about 9 Mg (10 tons) were judged to be reasonable. This aspect, therefore, seemed to present no great problem.

Finally, there is the general question of how a highway bridge and related property can be assigned to someone outside the Virginia Department of Highways and Transportation. It is assumed that the department may not wish to destroy a historic bridge and also may not wish to maintain it as a landmark or operate it as a museum or other enterprise. The Code of Virginia (Sections 2.1-503 through 2.1-513) allows for the sale, lease, or transfer of state property when the property is declared surplus, with the final authority for transfer resting with the governor. Agencies such as the department and the Division of Engineering and Buildings are also involved.

Although all 20 bridges were individually studied for possible adaptive nonvehicular use (2), only a few are shown here in Figures 5-12. These uses are presented only as suggestions in that no firm economic analysis was made. However, every attempt was made to match the bridge use with general local conditions.

Summary of Adaption to Nonvehicular Use

As can be seen from the uses shown in Figures 5-12, a wide range of adaptive uses is possible for old metal truss bridges. Some are for public use and some are for private use. Some are converted at the existing site and others are moved to a new site.

The architectural treatments shown are only suggestive of many possible treatments. However, it is felt that whatever the treatment of walls, roofs, fenestration, and materials, the essential nature of the original bridge must show through. In all cases illustrated, the original basic structure is not tampered with and the additions are generally inside the form of the bridge. Where the structure is moved to a new site, the bridge is relocated in an elevated manner and supported at its ends so that it continues to look and function as a bridge.

CHOICE OF MODIFICATION OR ADAPTATION

This study has shown that there are many possible alternatives for modifying historic metal truss bridges so that they can continue to be of use in today's world. The possible use of a given bridge depends on many factors. A list of some such factors includes the condition of the bridge, site considerations, traffic conditions, cost, government regulations, legal liability considerations, commercial conditions, and general interest in preservation.

As this paper is specifically directed toward historic bridges and not just old bridges that may or may not be historic, special attention is paid to methods of modification that keep the historic qualities of the bridge preserved to the extent possible. Although many factors must be considered when deciding on a possible modification for a historic bridge, there is a generally agreed on hierarchy of choices that relate to the historic preservation aspects of possible uses.

1. The first choice is to continue to use the bridge as a bridge in its present location. If repair or strengthening is needed, it should be done discreetly. Widening of the deck to any major degree is undesirable as it significantly alters the appearance of the structure.

2. Should the traffic situation demand widening, such as providing two-way traffic on a one-lane bridge, the historic structure should be left in place and also be upgraded discreetly. A second bridge, as similar in design to the existing one as possible, should be moved to the site of the historic one and erected adjacent to it. Depending on site conditions, which relate to splitting the approach roadway, the distance between the two bridges should be as great as practical so as not to cause undue visual impact on the historic bridge. This pairing arrangement would provide two-way traffic even though each bridge may be only one lane wide.

3. In the event that a historic bridge cannot be left at its original site, it should be moved to

Figure 5. Bridge on VA-746 over Calfpasture River as a greenhouse.

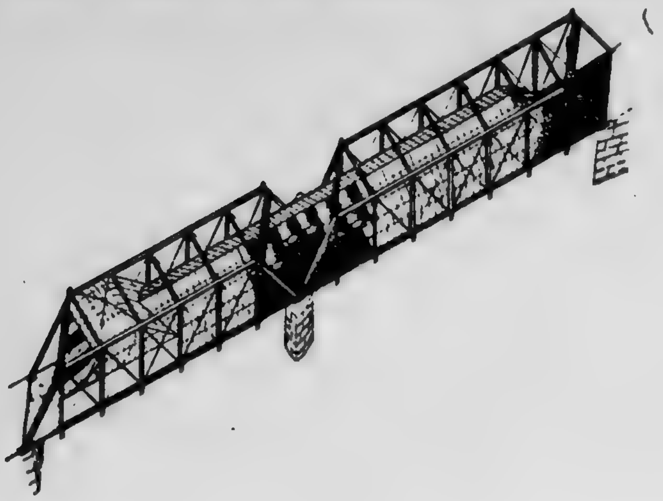


Figure 6. Bridge on VA-715 over Meherrin River converted to an information center at a relocated site.

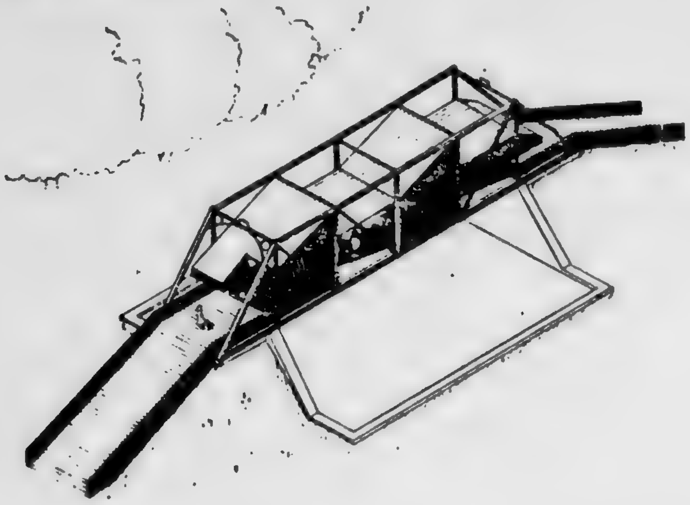


Figure 7. Bridge on VA-673 over Catoctin Creek as a meditation center.

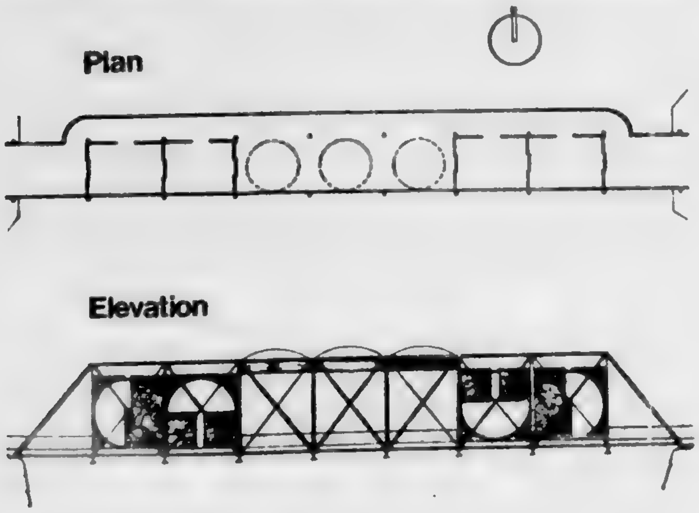


Figure 8. Bridge on VA-620 over Rappahannock River as a picnic shelter.

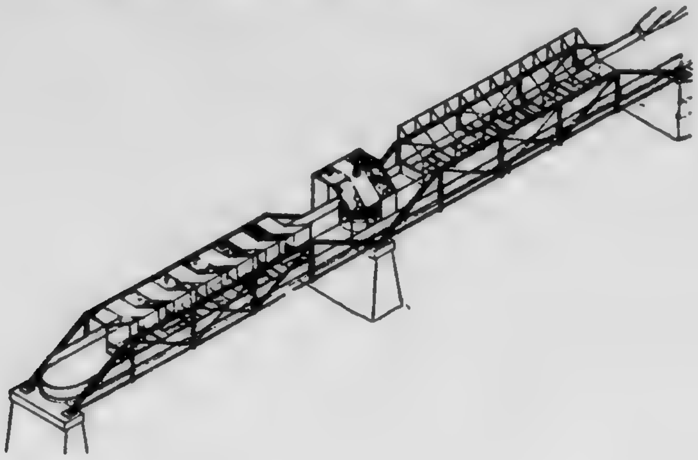


Figure 9. Bridge on VA-640 over Reed Creek as a craft center.

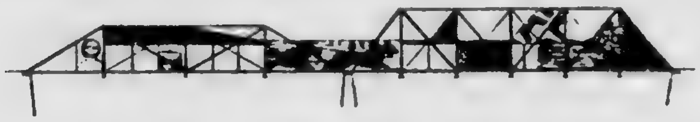


Figure 10. Bridge on VA-657 over railroad converted to a transportation museum.

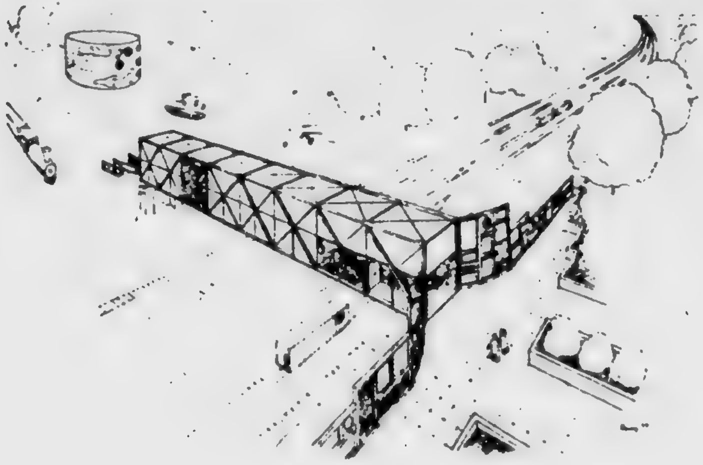


Figure 11. Bridge on VA-632 over South River as a cafe-restaurant.

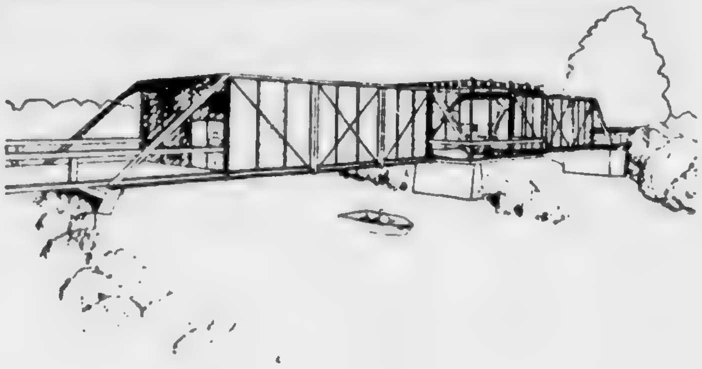
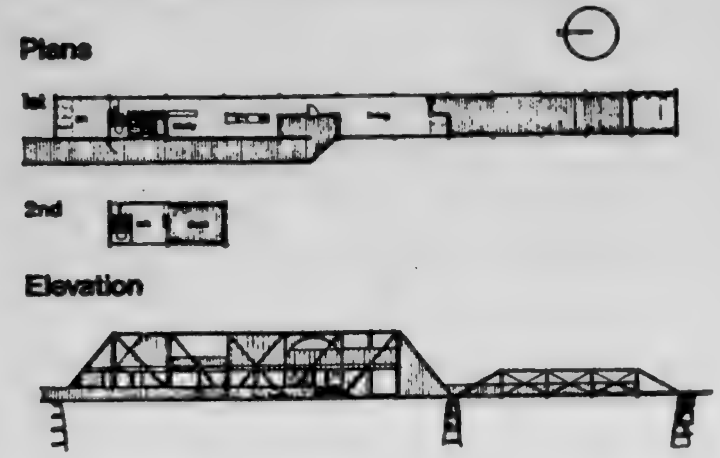


Figure 12. Bridge on VA-615 over Pamunkey River as housing.



another site of a less-demanding nature where it can continue to function as a bridge for light vehicles, bicycles, or pedestrians.

4. If no vehicular use of the historic bridge can be foreseen, it could be converted into some architectural use, such as those described in this paper.

5. In situations where none of the preceding four solutions are possible, the structure should be set off as a historic ruin. Several examples are described in this paper. This arrangement allows the structure to remain standing at a minimal cost.

6. If, of necessity, the structure can no longer be left standing, it should be match-marked, carefully dissembled, and stored in a protected environment with the hope that at some future time and place it could be rebuilt.

7. Further down on the scale of desirability, from a preservation point of view, is to save only selected components of the bridge that would otherwise be totally destroyed. These components could be made into exhibits, as in museums, or even be incorporated as ornamental elements into a new bridge built on the site of the old one.

8. As a minimum, whenever a historic bridge is to be razed, it should be documented with drawings and photographs, and such documents should be preserved in some archive.

Preserving or modifying a historic bridge does mean expending some extra thought or effort, but it does not always mean added expense. Upgrading an old bridge may, in fact, be less costly than building a new one, and converting an old bridge into commercially usable architectural space could even be profitable. Regardless of cost and other factors, ways can always be found to preserve selected historic bridges if there is sufficient commitment to that end.

ACKNOWLEDGMENT

An interdisciplinary study of this kind is not possible without the cooperation and assistance of many people. To them, we express our appreciation. In particular, Howard Newlon, long active in historic preservation, was the motivating force behind this study. Reid Reames and George Kirby also greatly assisted in many of the technical aspects of the project.

Funds for this study were provided by the Federal Highway Administration and the Virginia Department of Highways and Transportation. The opinions, findings and conclusions expressed in this paper are ours and not necessarily those of the sponsoring agencies.

REFERENCES

1. H.H. Newlon, Jr. Criteria for Preservation and Adaptive Use of Historic Highway Structures. Virginia Highway and Transportation Research Council, Charlottesville, VHTRC 78-R29, Jan. 1978.
2. W. Zuk, H.H. Newlon, Jr., and W.T. McKeel, Jr. Methods of Modifying Historic Bridges for Contemporary Use. Virginia Highway and Transportation Research Council, Charlottesville, VHTRC 80-R48, June 1980.
3. Plans for Repair of Bridge on South Maple Street Over Scantic River, Enfield, Connecticut. Macci Engineers, Hartford, CT, Sept. 28, 1978.

Publication of this paper sponsored by Committee on Social, Economic, and Environmental Factors of Transportation.

Restoration of Meem's Bottom Covered Bridge

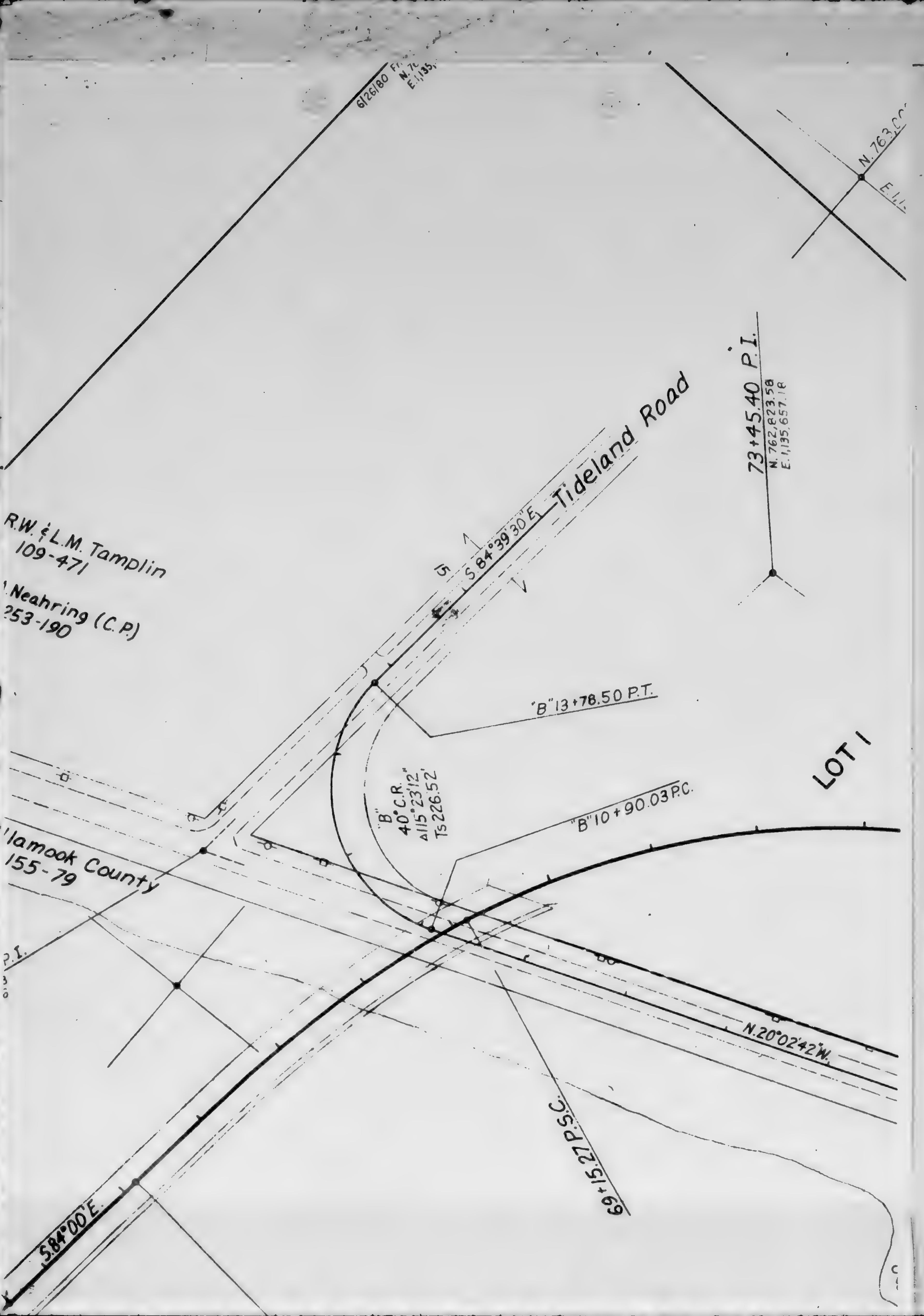
KENNETH M. SMITH AND JOHN E. ANDREWS

On October 28, 1976, the Meem's Bottom Covered Bridge in Shenandoah County, Virginia, was set on fire. Listed as a historical landmark on the Virginia Landmarks Register, the structure is the longest covered bridge in the state and is one of two that still carry traffic. At the direction of the Virginia General Assembly, the Virginia Department of Highways and Transportation undertook the task of rebuilding the structure and restoring it to service in such a manner as to maintain its historical significance. The conclusions derived from a structural analysis of the Burr arch-truss design and the novel procedures undertaken by the department to restore the bridge are presented. In completing the task, the department successfully maintained the 80-year-old structure's historical significance and satisfied the mandate of the General Assembly. Although completely destroyed, the load-carrying joints were rebuilt through extensive use of epoxy. Specially treated lumber, fire retardant varnishes, and stainless-steel roofing were used in the restoration to meet the need for fire protection and to minimize maintenance.

Approximately two miles south of the town of Mount Jackson in Shenandoah County, Virginia, the longest remaining covered bridge stretches nearly 61 m (200 ft) in a single span to bridge the North Fork of the Shenandoah River at Meem's Bottom.

The Meem's Bottom Covered Bridge, shown in Figure 1, was built on private property in the mid-1890s. Little concerning its history can be found in public records. Emory Kemp and Charles E. Daniels of the Department of Civil Engineering, West Virginia University, gave some of its history in a report (1) compiled following its near destruction on October 28, 1976.

The bridge apparently was built to provide a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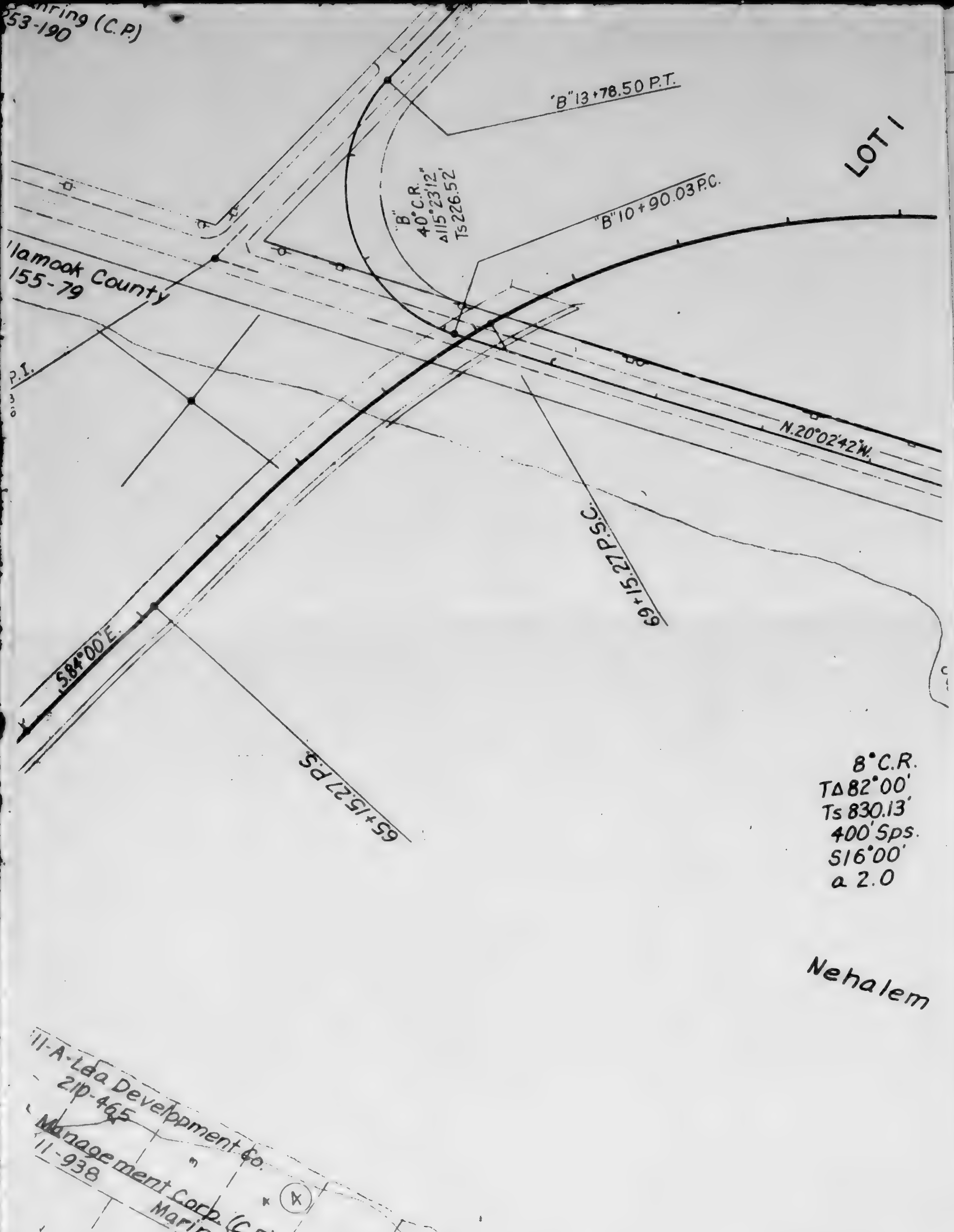
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Management Corp. (C.P.)
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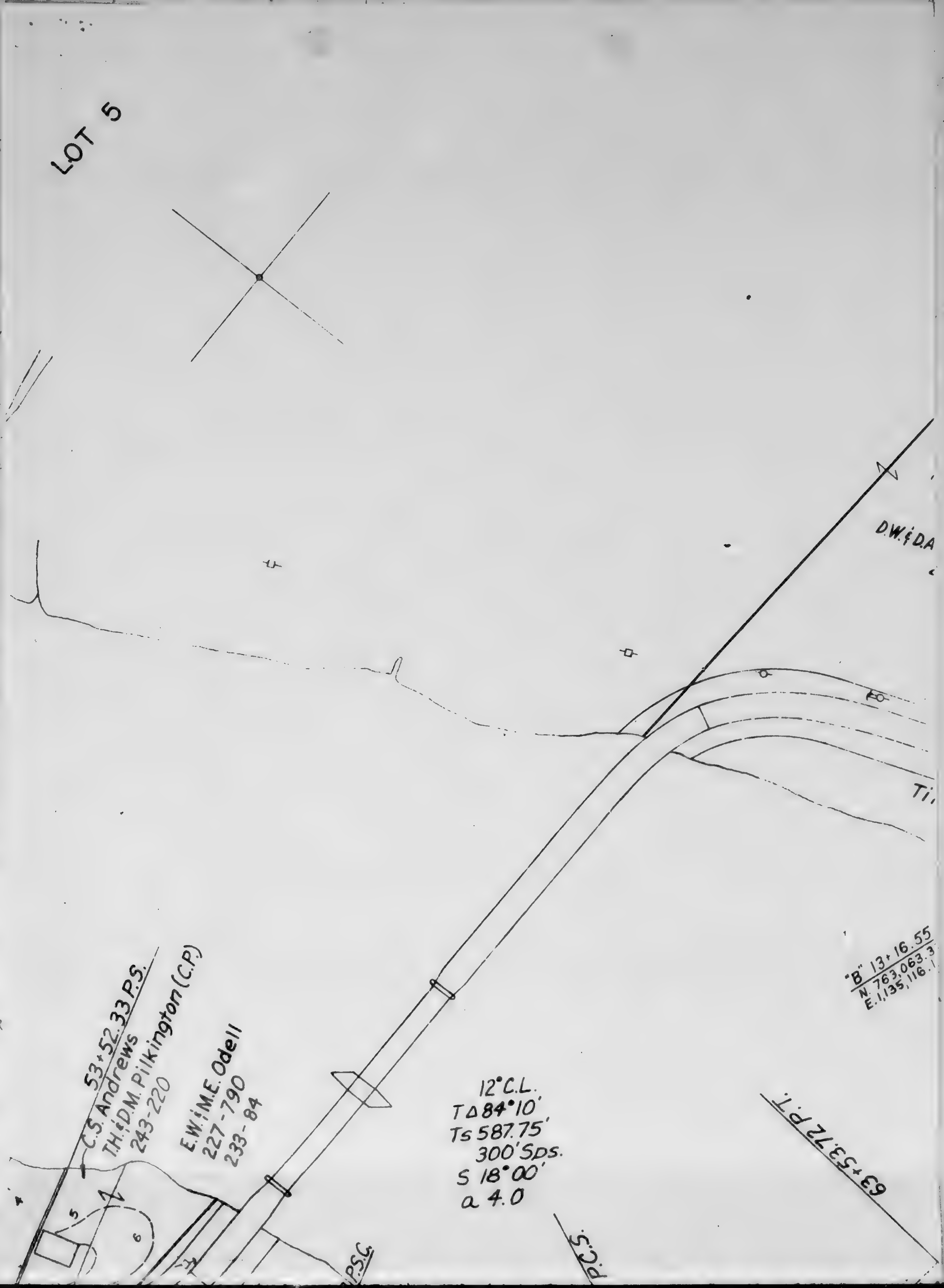
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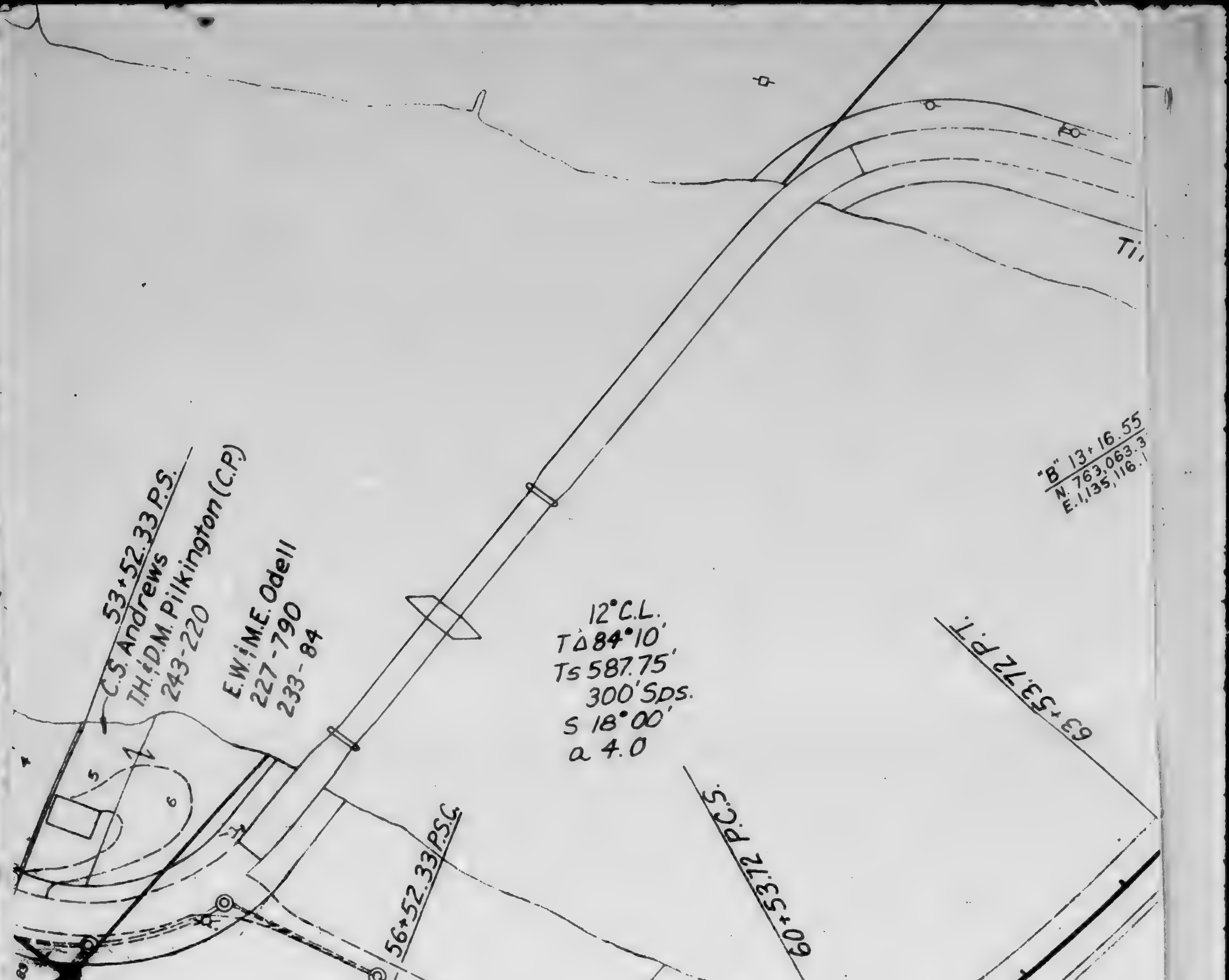
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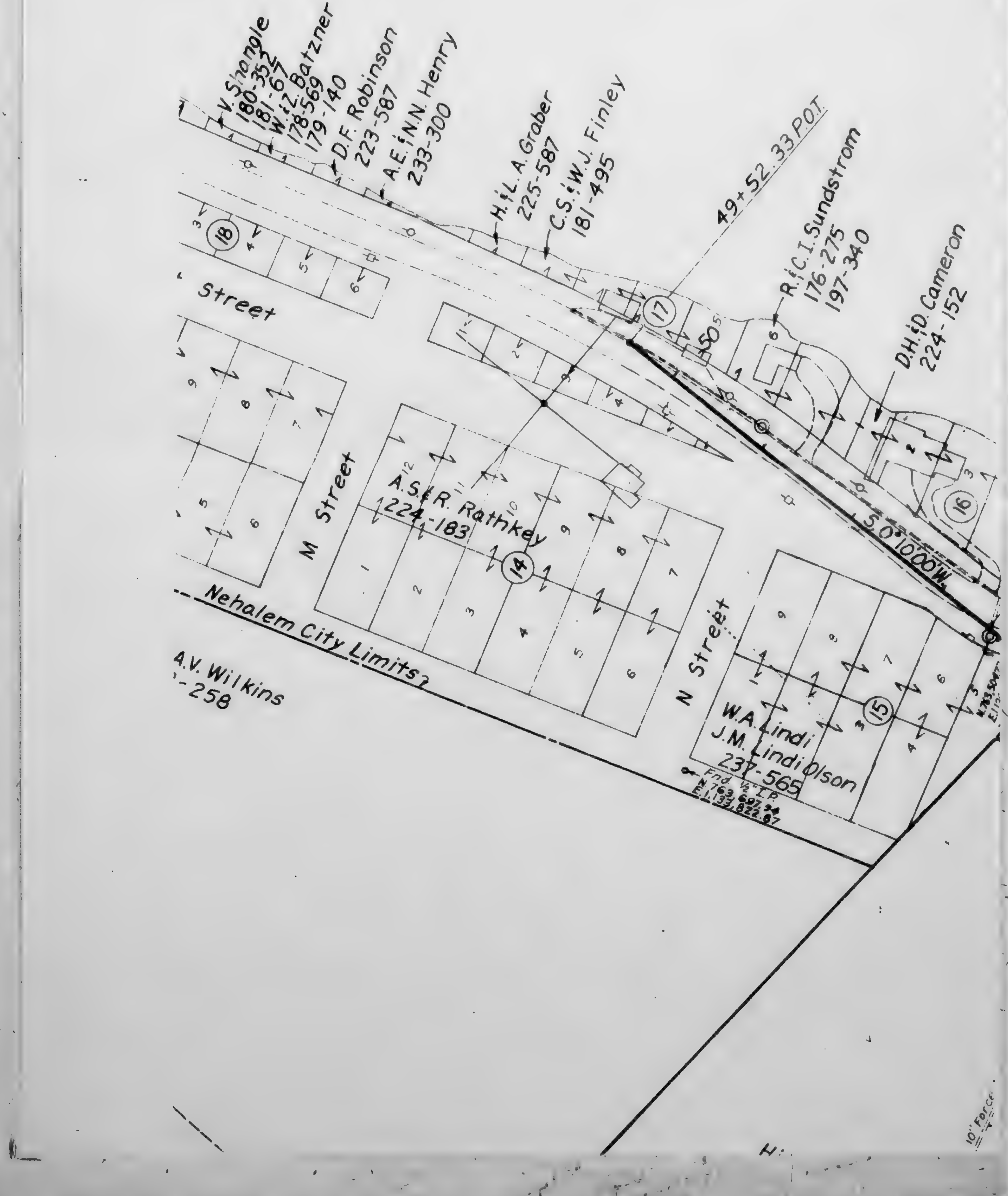
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H. & L. A. Graber
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C.S. & W.J. Finley
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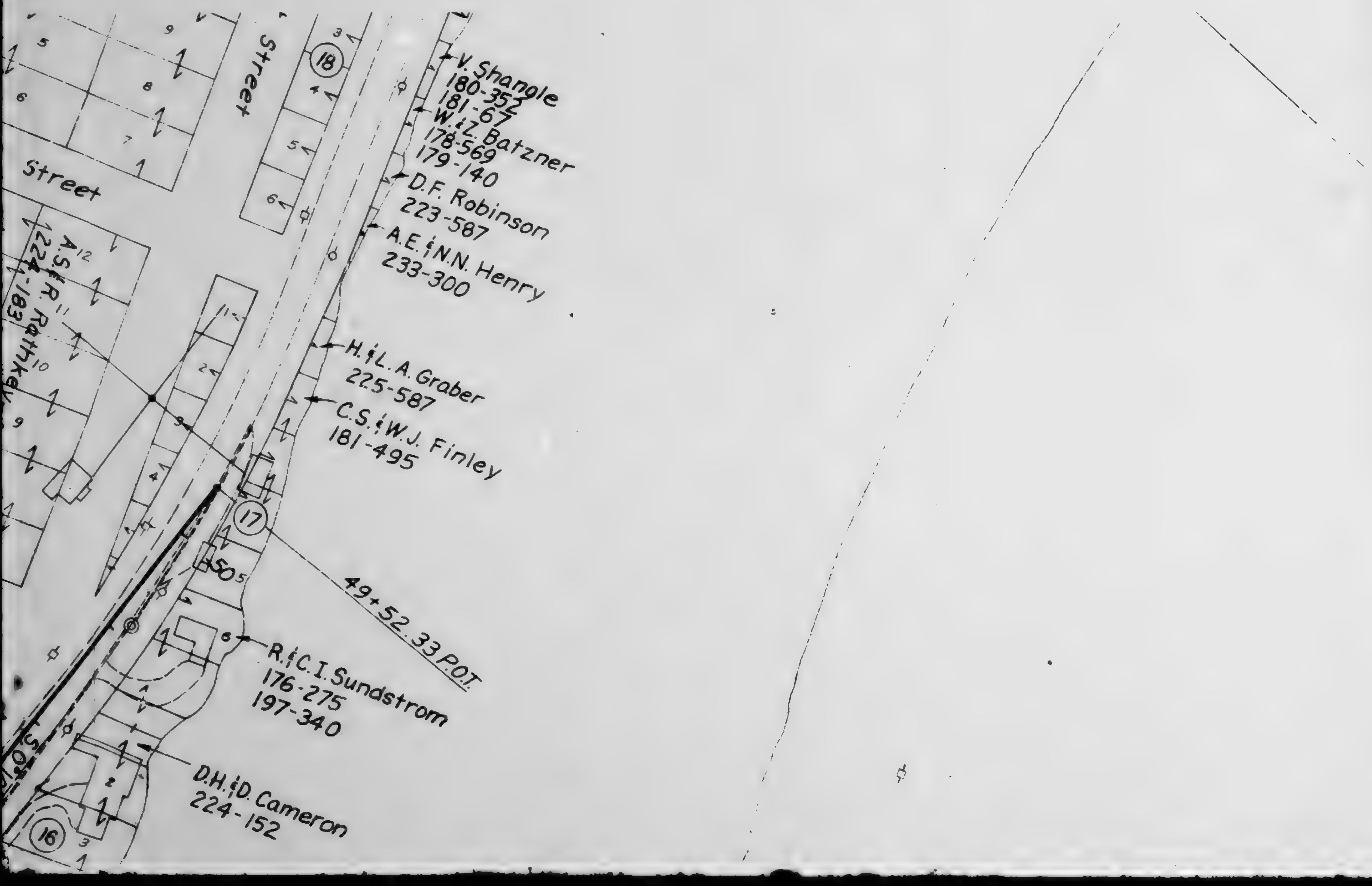
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R.&C.I. Sundstrom
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ROAD DESIGN SECTION DES 16

H. N. VanCleave
Project Manager

August 25, 1982

Donald R. Adams
Final Design Engineer

Sign Shop Drawings
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Contract No. 9469

Varsteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 27 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs; and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

9464

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-5(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00094

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	**8. FEDERAL ROUTE NUMBER**	**9. STATE ROUTE NUMBER**
6/16/82	Primary 2	Primary 9

10. GENERAL LOCATION:

Nehalem River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Construct 4 triangular stations to include concrete slabs and temporary buildings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/16/82 as requested in Mr. Keasey's letter of 8/11/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $4,000 Federal Funds $3,200.

(Note: The above funding was included in PS&E approval of 4/7/82 and does not require obligation of funds.)

RECEIVED
STATE HWY ENGR
AUG 25 '82
REFER TO
FOR

14. DATE	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE**
8/20/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9167 9-12-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-5(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00094

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/11/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Nehalem River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

RECEIVED
STATE HWY ENG.
AUG 19 '82
REFER TO Holbring
FOR
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As requested by Mr. Swan's letter of 7/23/82 this will confirm the advance authorization date of 6/11/82 to proceed with the actual adjustments to the Nehalem Telephone & Telegraph's Telemetering Line relocation. (This line part of the relocation of North Tillamook County Sanitary Authority's sewer pumping station). Reimbursement on an actual cost basis estimated to be $500 Federal Funds $400.00 is approved.

I approve the Agreement with Nehalem Telephone and Telegraph Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 8/18/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7467

9

29-1010

STATE OF OREGON

INTEROFFICE MEMO

TO: Hank Wakerlig
RIGHT OF WAY DESCRIPTIONS ENGINEER

DATE: July ~~16~~ [illegible], 1982

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Right of Way File 50764
Hill-A-Lea Development
Nehalem River Bridge Section
Oregon Coast Highway

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
2 Wernig

RECEIVED
JUL 19 1982
ROAD DESIGN
SECTION

Our construction plans show the .22 of an acre remainder between the new and old structure as within our right of way. Based upon this, Project Manager Bud Van Cleave gave the contractor permission to construct an access to his bridge footing work.

This office previously signified to Region Right of Way Supervisor Virgil Wilson a willingness to purchase this small remainder, but to date, he has been unsuccessful. He is about to conclude negotiations with the basic right of way taking. We should proceed with that acquisition.

In addition, please establish a right of way file to acquire the additional .22 of an acre. It is a landlocked parcel except for river access. Its acquisition will complete the continuity of State ownership.

GW/rgb

cc: C. T. Keasey
Virgil Wilson
Eldon Everton
Bud Van Cleave

can not show "need" for permanent taking of property - and condemnation might be necessary.
Discussed Temporary easement w/ Virgil Wilson - he has discussed renting the property with owner's representative & wasn't have an answer this week - he will call first of next week if he hasn't gotten a reply - I suggested that the paper work to write & process a disc. is $200 - $500 (if new work) & renting would save that plus time - could be worth something. [illegible] 7/22/82

7/28/82 can't rent — will write for purchase R/W — if need is questioned we will back off to temp. easement — per Red Herring & Virgil Wilson
[illegible] 7/28/82

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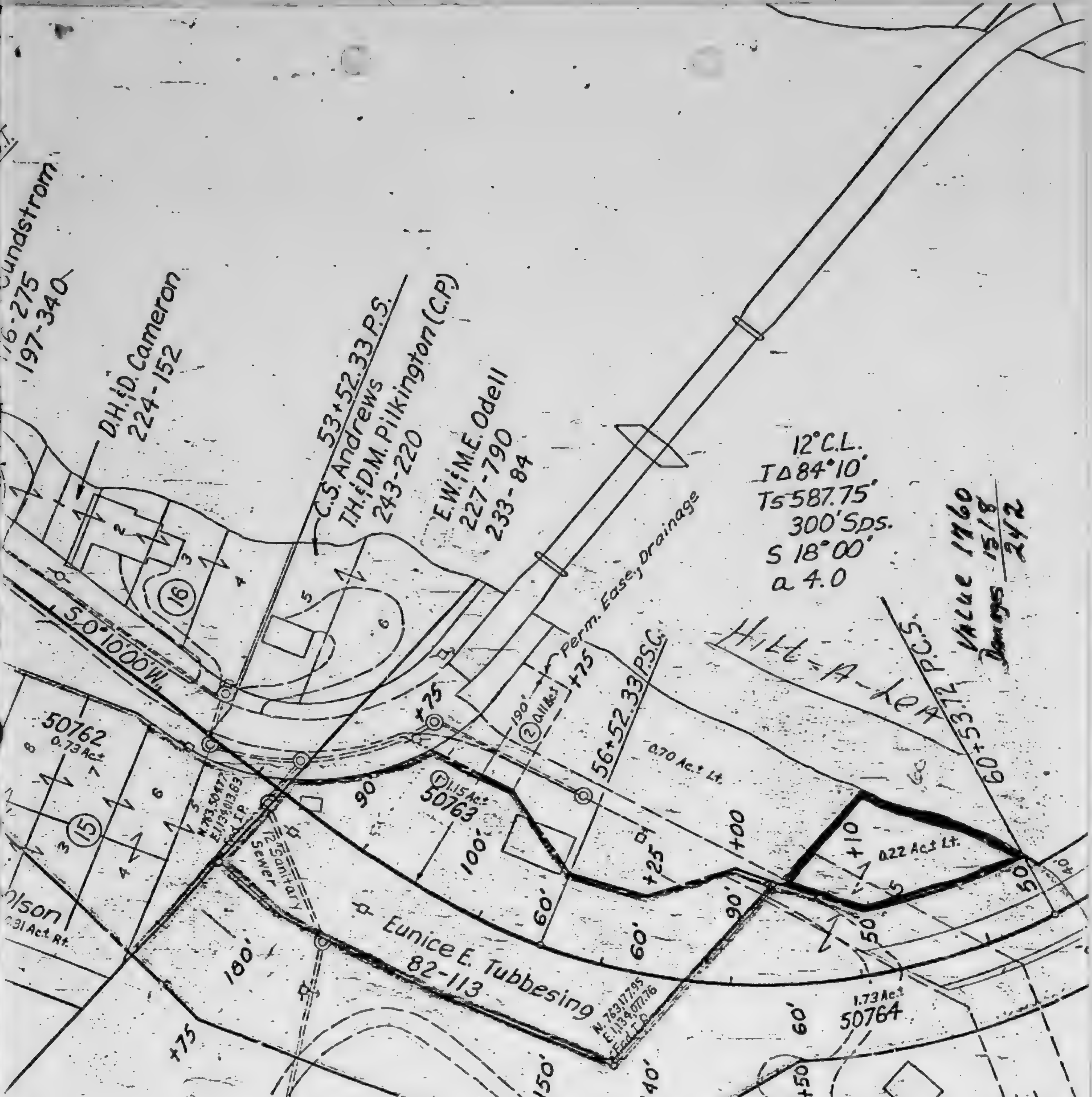

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2469 7-22-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-2-5(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00094

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/21/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Nehalem River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 7/20/82 this will confirm the advance approval date of 5/21/82 to proceed with the actual adjustment of the Tillamook People's Utility Districts electric service to the sewer pumping station on an actual cost basis estimated to be $4,257 Federal Funds $3,405.60.

I approve the Agreement with Tillamook People's Utility District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY. ENGR.
JUL 26 [illegible]
REFER TO
Moehring

14. DATE 7/22/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]-9

ROW 18-4

July 23, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

NOTE:
E. S. HUNTER

SUBJECT: Telemetering Line Relocation
Nehalem Telephone & Telegraph Co.
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Project No. BRF-2-5(8)

Here is a copy of an estimate of cost for Nehalem Telephone and Telegraph Company to adjust North Tillamook County Sanitary Authority's telemetering line to their sanitary sewer pumping station dated March 15, 1982. The telemetering line is being relocated in conjunction with sanitary sewer line relocation. A certification prepared by Don Bedford as to the Authority's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Authority dated May 5, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Authority's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 11, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $500.

JMC/DES/llr
Attachment
cc: E. S. Hunter ✓
J. M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
JUL 27 '82
REFER TO
FOR
File
Act
Sign
O.R
R/D
Invs
Info

9469

L.T.

ROW 18-4

July 20, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Program Control Engineer

SUBJECT: Electric Service Relocation
Tillamook People's Utility District
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Project No. BRF-2-5(8)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost for Tillamook People's Utility District to adjust the electric service to North Tillamook County Sanitary Authority's sanitary sewer pumping station dated February 17, 1982.

A certification prepared by Don Bedford as to the Authority's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Authority dated May 5, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Aughority's electric service.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 21, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,257.

JMC/DES/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
JUL 20 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1469

2.

ROW 18-4

July 15, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus
Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Service Relocation
City of Nehalem
Nehalem River Bridge Section
Tillamook County
Project No. BRF-2-5(8)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 20 '82
REFER TO
FOR
Info Inves R/D O/R Sign Act File

Dear Mr. Kappus:

Confirmation of your verbal authorization for the City of Nehalem to proceed with the relocation of the water service to North Tillamook County Sanitary Authority's sanitary sewer pumping station as of July 12, 1982 is requested. An estimate of cost has been received from the City in the amount of $275.00. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 12, 1982 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
H. N. VanCleave
Don Bedford
Pete Gonzalez

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1982

LOC 11

NOTED
E. S. HUNTER

Burt Paynter, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

A Corps of Engineers Permit No. 071-OYA-2-004169 was issued to the Oregon State Highway Division on February 5, 1982. The permit covered placement of fill material in connection with a bridge replacement and highway realignment on the Oregon Coast Highway at the Nehalem River crossing. The permit also covered the placement of approximately 1,600 cubic yards of loose riprap for erosion control along the new road embankment on the southerly end of the project.

It has been brought to my attention that the typical section for the loose riprap has been changed from that shown in the permit. A drawing is attached indicating the original typical and the revised typical. Special Condition c indicates that the riprap slope will be no steeper than 2 feet horizontal to 1 foot vertical. We are requesting that Special Condition c be revised to 1-1/2 feet horizontal to 1 foot vertical. Also, under General Condition b the placement of riprap along 700 linear feet of bankline has been changed by our field crew to 800 linear feet. We ask that this item be revised.

Special Condition 1, I am told, is not possible to abide by. The wetlands are, in most places, at the toe of the existing slope and the placement of the riprap will encroach to some degree. We will keep the encroachment to a minimum.

We request your consideration of the above revisions to Permit Number 071-OYA-2-004169.

The contractor has placed some temporary fill and driven falsework piling and intends to do more of this type work, which is not covered by our permit. I understand that you and the Division of State Lands have informed the contractor and our field representative that a permit will have to be applied for.

RECEIVED
TECHNICAL SERVICES
JUL 14 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Our policy is that we acquire the permits for the facility that we contract and the contractor is responsible to get any permits beyond those limits which relate to his method of operation. I will furnish the contractor an application form for the required permit.

ORIGINAL SIGNED BY
FRANK E. TERPIN

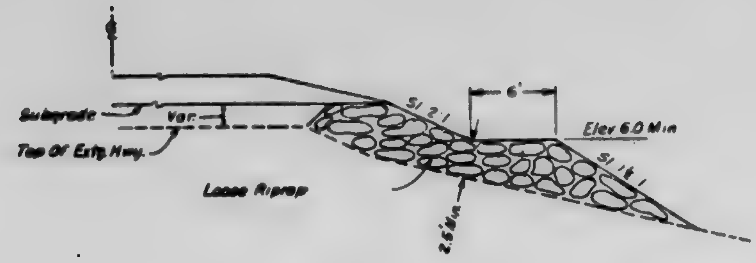
Frank E. Terpin
Location Engineer

Attachment

cc E. S. Hunter
W. E. Schwartz
C. T. Keasey
Walt Hart
J. H. Versteeg
C. O. Fredrickson
H. N. VanCleave

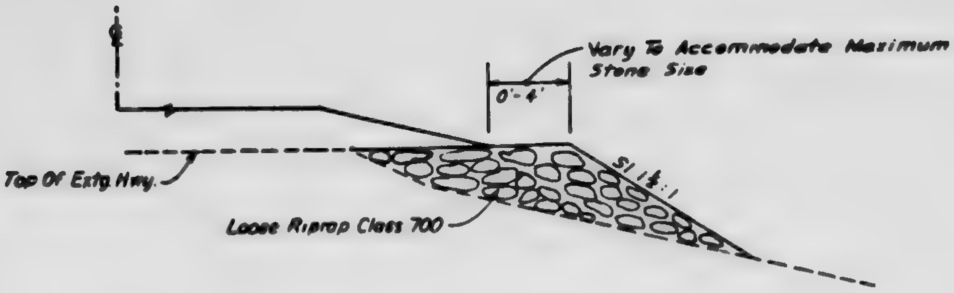
DEK:ja

ORIGINAL



LOOSE RIPRAP INSTALLATION DETAIL
STA. 85+00 To STA. 92+00.Rt

REVISED



LOOSE RIPRAP INSTALLATION DETAIL
STA. 85+00 To STA. 92+00.Rt

PROPOSED BRIDGE OVER THE NEHALEM RIVER
NEAR NEHALEM, OREGON TILLAMOOK COUNTY
APPLICATION BY THE:
OREGON TRANSPORTATION COMMISSION
JULY 1981 SHEET 1 OF 1

#69 L.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: H. N. VanCleave
Project Manager - Tillamook

DATE: July 14, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Section 404 Permit
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County

The items in our section 404 permit that need revision, as contained in your July 9, 1982 transmittal, will be accomplished through this office; however, the contractor will have to apply for a permit for the temporary fill and false-work piling. Our policy is that this office will acquire a section 404 permit for the facility that we contract. The contractor is responsible for getting any other permits that are required beyond those limits because of his method of operation.

I am returning the false-work drawing as you requested and I am also sending an application form with instructions that the contractor can use for both the Corps' section 404 permit and the Division of State Lands' permit.

If you have any questions or need more information, please call Donald Keyes at 378-6265.

NOTED
W. E. SCHWARTZ

FET:DEK:ge
Enclosures

cc E. S. Hunter
W. E. Schwartz
C. T. Keasey
W. J. Hart
J. H. Versteeg
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
JUL 15 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

9469

L

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: C.O. Fredrickson
Region Engineer

DATE: July 13, 1982

Don

FROM: Donald L. Trout
Final Project Coordinator

NOTED
E. S. HUNTER

SUBJECT: Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County
Contract No. 9469

Attached is a copy of a letter from the Oregon Division of State Lands citing a violation of the State removal/fill law. The letter also states "no further filling shall occur within the waterway or adjacent wetlands unless authorization is received from our office".

This is work in addition to our plans and specifications for which the contractor is responsible to obtain permits, with the exception of the US Coast Guard.

If you have any questions please call.

cc: C.T. Keasey w/attach
W.E. Schwartz
E.S. Hunter
Walt Hart
Frank Terpin
H.N. Van Cleave

RECEIVED
TECHNICAL SERVICES
JUL 13 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OSHD Permit No. 316
Nehalem River Bridge Section
Oregon Coast Highway
Tillamook County

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

RECEIVED

July 9, 1982

F. E. Ward,Inc.
2000 E. Columbia Way
Vancouver, Washington 98661

Dear Mr. Ward:

This relates to your permit R/F 3477 authorizing removal of up to 3,500 cubic yards of material and the placement of up to 3,500 cubic yards of rock riprap in Section 34, T3N, R10W in conjunction with the bridge replacement project on the Nehalem River (OSHD No. 316).

Our inspection of the site revealed placement of fill material in a salt-marsh area located in the approximate vicinity of the proposed west bridge approach. The fill was not mentioned in the application nor authorized by permit and thus, is in violation of the State removal-fill law. We will require that all of the unauthorized fill material be removed in its entirety no later than the expiration date of this permit unless a time extension is granted in writing by the Division of State Lands. Absolutely no further filling shall occur within the waterway or adjacent wetlands unless authorization is received from our office.

If you have any questions concerning your permit, please call me or Greg Willnow at our office at any time.

Sincerely,

Earle A. Johnson

Earle A. Johnson, Supervisor
Environmental Management Unit

CC:
Dave Heckeroth - F & W
Brent Forsberg - F & W
Burt Paynter - Corps
Don Trout - OSHD
Gail McEwen - Tillamook Co. Planning

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9436 (1982) ENDS WITH 9469 # 3 (1982)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	232	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 13th DAY OF November 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR